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LIFE AND SERVICES OF GENERAL PHILIP ST. GEORGE
COOKE, U. S. ARMY.

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THE death of General COOKE on March 20th of the present year closed a career of service remarkable alike for its length and for its variety. His original commission was dated nearly sixty-eight years ago, and the period covered by his service as an officer exceeded that of the average life. He was commissioned in the first regiment of mounted men in the regular army, which was organized as the First Dragoons in 1833.

When it is remembered that for a quarter of a century or more after General COOKE entered the army the school geographies eliminated much speculation by classing the Western Plains as "The Great American Desert," some idea of his frontier service may be formed.

General COOKE entered West Point in 1823, and the simple records of the government show that he was promoted, upon graduation, to be brevet second lieutenant of infantry and second lieutenant Sixth Infantry on the same date, July 1, 1827. Served in garrison at Jefferson Barracks, Mo., 1827-28; Fort Snelling, Minn.,

1828; Jefferson Barracks, Mo., 1829; on frontier duty, expedition against Comanches, and engaged in skirmishes near the Upper Kansas River, August 3 and 11, 1829; Fort Leavenworth, Kan., 1830-32; in Black Hawk War, 1832; participated in battle of Bad Axe River, August 2, 1832; Adjutant Sixth Infantry, September 7, 1832, to March 4, 1833; Jefferson Barracks, Mo., 1833.

Promoted First Lieutenant First Dragoons, March 4, 1833. Frontier duty Fort Gibson, I. T., and expedition to Fow-e-ash villages, 1834; recruiting service, 1835-36.

Promoted Captain First Dragoons, May 31, 1835. Frontier duty Indian Territory, 1836-37-38; Carlisle Barracks, Pa., 1839; Fort Wayne, I. T., 1839-40; Fort Leavenworth, Kan., 1840-41-42; escorting Santa Fe traders, 1843; captured a Texan military expedition, June 30, 1843; expedition to Pawnee villages, 1844; expedition from Fort Leavenworth through South Pass Rocky Mountains, 1845; Fort Crawford, Wis., 1846; expedition from Fort Leavenworth, Kan., to San Diego, Cal., 1846; in command Battalion Missouri Volunteers in California, 1846-47.

Promoted Major Second Dragoons, February 16, 1847. In command of Second Dragoons in City of Mexico, 1848; Superintendent Cavalry Recruiting Service, Carlisle Barracks, Pa., October 15, 1848, to October 1, 1852; on frontier duty, Texas, 1853.

Promoted Lieutenant-Colonel Second Dragoons, July 15, 1853. New Mexico, 1853-54; skirmish with Apaches at Agua Caliente, N. M., April 8, 1854; Fort Leavenworth, Kan., 1854-55; Sioux expedition, 1855, being in command of cavalry at action of Blue Water, September 3, 1855; Fort Riley, Kan., 1855-56; on duty during Kansas disturbances, 1856-57; commanding cavalry Utah expedition, 1857-58.

Promoted Colonel Second Dragoons, June 4, 1858. Leave of absence in Europe, 1859-60; command Department of Utah, August 20, 1860, to August 8, 1861.

Promoted Brigadier-General U. S. A., November 12, 1861. Command of brigade regular cavalry, Washington, D. C., November 28, 1861, to March 10, 1862; command of Cavalry Division, Army of Potomac, Peninsula Campaign, March 24 to July 5, 1862, being engaged in siege of Yorktown, April 5th; battle of Williamsburg, May 5th; battle of Gaines' Mill, June 27th, and battle of Glendale, June 30, 1862; court-martial duty, July, 1862, to August, 1863; command of Baton Rouge District, Department of the Gulf, October, 1863, to May, 1864; Superintendent General Recruiting Service, May 24, 1864, to March 19, 1866; member of Retiring Board, De-

ember, 1865, to August 30, 1866; in command of Department of the Platte, April 1, 1866, to January 9, 1867; member of Retiring Board, 1867 to May, 1869; in command of Department of Cumberland, May, 1869, to May, 1870; in command of Department of Lakes, May, 1870, to October 29, 1873; retired October 29, 1873, after more than forty-six years of active service. Received the brevet of Major-General for gallant and meritorious services during the Rebellion.

This brief epitome conveys a meagre idea of the hardships and perils which formed an all too predominating part of army life during the period covered by General COOKE's active service.

When he joined his regiment at Jefferson Barracks in 1827, he commenced his career in a brigade of three regiments and had the benefit of this unusual experience for ten months, when he was detached to Fort Snelling, Minn., in charge of detachment of recruits in open boats.

A year later he marched with the first escort to the caravans of the Santa Fe traders. During this march, on August 3, 1829, about 500 Comanches suddenly charged the camp. Lieutenant COOKE was officer of the guard, and met the charge with his guard of thirty-six men and broke its force, while the command was preparing to fight. On August 11th, the camp was threatened and a party of hunters attacked; Lieutenant COOKE was sent to their support. While wading the Arkansas river in front of his men, the enemy appeared on the bank and fired; he stooped down and caused his men to beat them off by firing over his head.

He returned to Fort Leavenworth the following year and remained until 1832, when he joined that part of his regiment engaged in the Black Hawk War. At the battle of Bad Axe, whilst the regular brigade was in the dense bottom land of the Mississippi he discovered where the enemy was in greatest force on an island; he informed the commander and was ordered to lead the reserve of three companies into action, which he did. He was appointed Adjutant of his regiment at the close of the war by General ATKINSON.

He was appointed a First Lieutenant of the new dragoon regiment while at Jefferson Barracks, and marched during the winter of 1833 to Fort Gibson, Indian Territory, a distance of 500 miles. During the following year he participated in what was known as the "Southwestern Expedition."

The following year, 1835, he went on recruiting service, but applied to rejoin his troop and marched with it in 1836 to Nacogdoches, Texas. He returned to Fort Gibson the following year and

settled down to steady frontier work on the plains, which carried him as far north as Council Bluffs and to the Rocky Mountains on the west, and which continued until 1846, when he marched with General KEARNEY's command to conquer New Mexico.

General KEARNEY's column continued its wonderful march through to California over the route now followed by the Atchison, Topeka & Santa Fe and Southern Pacific railroads. Tourists passing over this route in Pullman palace cars in a few days, can but illy conceive of the dangers, the thirst and the semi-starvation which this command had to face for months of weary marching. Foot-sore, and compelled by hunger to resort to horse meat, they nevertheless arrived on the Pacific Coast after a march of over 2,000 miles. Before, however, they were allowed to reach San Diego and the succor of the American ships, they were met by the Mexicans, and the action of San Pasqual was fought. General KEARNEY was wounded, and Captains MOORE and JOHNSTON, and Lieutenant HAMMOND, all of the First Dragoons, were amongst the killed. The command was in a sad plight, and were greatly relieved when Commodore STOCKTON sent out eighty marines and a hundred sailors to their assistance.

Captain COOKE remained in California until 1847, when having been promoted to Major Second Dragoons, he resigned his volunteer commission and rode back to *Fort Leavenworth* en route to Vera Cruz, but was recalled to California as a witness on FREMONT's trial. He subsequently joined his new regiment in the City of Mexico, and when the American army retired to Vera Cruz from Jalapa, he commanded the rear guard.

He commanded the Second Dragoons in Texas during 1852-3, and led a winter expedition against the Lipans and other Indians and drove them across the Rio Grande into Mexico.

While in command of Fort Union, in New Mexico, in 1854, he began operations against the Jicarilla Apaches, and during February killed "WHITE WOLF" (the captor of Mrs. WHITE and party) and twenty other Apaches.

The last day of March he received information of the defeat, with much slaughter, of a considerable force of the First Dragoons, near Fort Burgwin. He marched, in one hour, with all the force at hand, and within nine days had crossed the main ridge of the Rocky Mountains, raised a company of spies and guides at Taos to assist the dragoons, pursued the Indians through deep snow, over broken mountains, for about one hundred and fifty miles. He overtook them at Aguas Calientes April 8th, and defeated them, killing

about twenty. The tribe was so humbled by their pursuit and defeat that they begged for peace.

During the Sioux War of 1855 he commanded the Second Dragoons and two companies of mounted artillery and infantry. While detached with his command from the main body, he defeated the Indians September 3d, inflicting a loss upon them of seventy-nine killed, at Blue Water.

During the disturbances in Kansas in 1856, the regular army was interposed as a buffer between the contending parties. General SMITH's report says: "The troops in the field have been under the immediate command of Lieutenant-Colonel PHILIP ST. GEORGE COOKE, Second Dragoons. The sound judgment he has displayed and his promptness, energy and good management have had a large share in producing the happy state of affairs at present existing; for there were moments when the want of either of these qualities might have led to the most fatal and extended disasters."

The Secretary of War refers to this service in his annual report for 1856 as follows: "Energy, tempered with forbearance and firmness, directed with more than ordinary judgment, has enabled them to check civil strife and to restore order and tranquility, without shedding one drop of blood. * * * I concur in the high commendation which the Commanding General of the Department of the West bestows on Lieutenant-Colonel COOKE, commanding in the field, and to the officers and men who have thus satisfactorily performed the disagreeable duty which was imposed upon them."

During September, 1857, he marched, in command of his regiment, on the "Utah Expedition," and arrived at Fort Bridger on November 19th. He was detached all winter and spring with his regiment, guarding and herding the horses, mules and cattle, which numbered nearly 7,000 head. These were taken to the distant mountain valleys, while the main body of nearly 3,000 men was entrenched at Fort Bridger.

The Mormons having temporarily abandoned the country, General COOKE marched back to Fort Bridger and thence with the column through Salt Lake City and to Camp Floyd, which was established about forty miles from the town.

General COOKE availed himself of a long leave in 1858 and visited Europe. During this leave he prepared a system of "Cavalry Tactics" which was subsequently adopted. He rejoined in the spring of 1860, and soon after assumed command of the Department of Utah, where he remained until the signs of approaching civil

strife caused an order to be sent for the abandonment of Utah, when he proceeded to Washington, where he arrived on October 19th.

It was the good fortune of the writer of this too inadequate review of the life and services of this accomplished officer to know General COOKE from the last month in the year 1860 until his death. Soon after joining my regiment—the Second Dragoons—in 1860, at Camp Floyd, I was appointed Adjutant of the regiment, and Assistant Adjutant-General of the Department, and my relations with General COOKE, then Colonel of the Second Dragoons, commanding the Department of Utah, were as intimate as was possible between a mature man and a youngster just from West Point.

My appointment to the important offices mentioned was due to the fact that in consequence of the threatened War of Secession many officers were leaving the service, rather than to any peculiar fitness which I could have possessed, but I have always had reason to congratulate myself that my associations were so intimate with this prince of cavalry soldiers, and I attribute much of the reasonable success I had with important cavalry commands to the instruction and example of General COOKE.

In those days it was an honor felt by all to belong to the Second Dragoons. The *esprit* of the regiment was infused by the officers into every trooper from the first sergeant to the boy trumpeter, and to this day when one meets an old soldier of those days he swells with pride as he impresses on the hearer that he belonged to the "Old Second Dragoons."

Much of this pride in the regiment was due to the subject of this sketch. General COOKE was *par excellence* a cavalry officer, drawing his inspirations from the history of the wars of the Great FREDERICK and the First NAPOLEON. He insisted on the mounted charge for cavalry, was opposed to fighting on foot save in cases of necessity. His motto being, "Sharp sabers, and sharp spurs," and his orders and example forcing a free, fast and furious charge on the enemy wherever found.

In the early days of the Rebellion General COOKE, being a Virginian, labored under the suspicion which attached to officers of Southern birth, of a want of loyalty to the government. This was enhanced by the fact that he together with several officers of the garrison at Camp Floyd, were maliciously reported by some fanatical persons as having views inimical to the government. This report was secretly made to Washington, and must have resulted disastrously to the officers involved, but from the fact that the matter becoming known, measures were taken to contradict the report. It

is a curious fact that every officer reported remained steadfast to the government, and rose to more or less important command during the war, and that of the three or four staff officers who made the vicious charges, not one was heard of in a position of importance during the war.

The officers reported for disloyalty included beside the subject of this sketch such men as BUFORD, GIBBON, and the lamented SANDERS, who died at Knoxville, gallantly leading a charge against the Confederate forces.

BUFORD was a Kentuckian; SANDERS from Mississippi; and GIBBON, though a Pennsylvanian by birth, was appointed from North Carolina. That General COOKE's counsel and example was not without its influence on these distinguished men I have no doubt. Of one thing I am certain, and that is, that this great, noble, chivalrous man never for one moment wavered or faltered in his allegiance to the government, notwithstanding his only son, and son-in-law, the Cavalry Chief of the Confederates, General STUART, joined in the War of the Rebellion.

More than once at this time I talked with General COOKE on the subject of his loyalty to his government, the conversation being introduced by himself, and on one occasion he expressed the hope that if he ever faltered in devotion to the cause of the Union, his best friend should stab him to the heart. His patriotism was inborn, and part of his chivalrous nature.

In those days the means of communication were slow compared to the present. The pony express connecting with the telegraph in the States brought us the news of the disaster at Bull Run. I recall how the impatient spirits in the far-off cantonment in Utah chafed at the delay in expected orders. It was feared by all that the war might terminate, and we not be there to see service. The miscarried orders reached us in July, 1861, and in a few days the hurried preparations for the abandonment of Camp Floyd and the march to the States were accomplished.

This period of my acquaintance with General COOKE is especially interesting to me, for it was on this march from Utah to Fort Leavenworth that I learned much of marching troops, which has served me since in the cavalry service. The command marching in from Utah consisted of four troops of the Second Dragoons increased from posts through which we marched to six troops, a battery of horse artillery (GIBBON's) and several companies of infantry and heavy artillery equipped as infantry. The distance was made at the average rate of about twenty-five miles a day, and while the

cavalry horses and the artillery depended on grazing for their subsistence, they were all brought into Fort Leavenworth in better condition for service than when we commenced the march. General COOKE's experience in campaigning on the frontier fitted him, in conjunction with his studies of the cavalry of Europe, as the most accomplished conductor of a march that the service has ever produced. His interest in the command while marching never relaxed for a moment. He observed every trooper, man and animal in the command. His care, with reference to grazing and watering, was constant. It was a fixed rule in his command that when possible all the horses should be watered at the same time, in order to accomplish which he would order the command "Front into line," halting in the stream, or into double column of troops in line, and require that the leading troops should ride to the farther side of the stream, leaving room for the horses in rear, before the head of a single horse was lowered to drink. His care in these matters is mentioned as an object lesson to cavalry officers. No officer or trooper was permitted to mount till "To horse!" was sounded, and woe to the cavalryman who continued mounted when the command was out of the saddle. The modern cavalryman may sneer at this attention to details, but I feel assured that the officer who keeps his command in good condition by careful attention to what may be called trifles, is of more service to his country in time of war than are some men who win battles.

For the good of the service, I hope that some capable person, who can do the subject justice, will write the life of General PHILIP ST. GEORGE COOKE, once Colonel of the Second Dragoons.

Soon after arriving with his command in Washington, in November, 1861, Colonel COOKE was appointed a brigadier-general in the regular army by President LINCOLN.

He was at once placed in command of the five regular regiments of cavalry concentrated in Washington, and formed them, together with the Sixth Pennsylvania Cavalry, into a brigade (the Regular or Reserve Brigade), which organization was maintained till the end of the war.

During the autumn of 1861 and the following spring, until the Army of the Potomac moved from its winter quarters, hastened by the evacuation of the Confederate camps around Bull Run, General COOKE, with all the officers of his command, was busied, without interruption, in brigade maneuvers and drill.

Those who formed a part of this magnificent body of men will never forget the hours spent day after day east of the Capitol at

Washington in brigade drills. Here was sowed the seeds of the future efficiency, not only of this cavalry, but the leaven which perfected the entire cavalry organizations of the superb army which for four years bore the brunt of the great Civil War. It is not too much to say that to General COOKE, more than to any ten other men, belonged the credit of setting the pace and establishing the standard of the cavalry that later became the admiration of the country, if not of the whole world.

After the change of the theater of operations of the Army of the Potomac by its transfer to the Peninsula, the cavalry under General COOKE remained inactive so far as legitimate war experience was concerned, until the evacuation of Yorktown by the Confederates.

It was during this period, as well as before the transfer to the Peninsula, that General McCLELLAN exhibited the lack of capacity, which afterwards became so notorious, to command successfully an army. He was especially deficient in the instincts which characterized the great army commanders of history, with reference to the proper uses of cavalry. To him this arm of the service represented a corps of mounted orderlies and messengers whose horses served no higher purpose than to bear their riders on rapid trips for messenger duty, or enabled an orderly to keep pace with a fast riding subaltern, detached for duty, and too often for pleasure. The cavalry under him was decimated instead of being concentrated, and each corps, division, and even brigade commander, was supplied with a force of this expensive arm, which necessarily reduced the available force of cavalry proper, and scattered to the four winds the force which General COOKE and his officers had spent so much time and the government so much treasure in perfecting for the legitimate duties of cavalry.

It is not strange, under these circumstances, that cavalry officers were disgusted with the conditions that obtained in the army. And it was at this time that the circumstances had their origin that resulted in the transfer from the cavalry of this most accomplished cavalry officer to other fields of duty, and the loss to the cavalry service of General COOKE.

After the evacuation of Yorktown General COOKE, with his attenuated cavalry command, was ordered in the pursuit of the enemy, who was brought to bay at Williamsburg. The march and pursuit were admirably managed, and the enemy, whose advance had passed beyond Williamsburg, was forced to return in protection of its rear guard and to offer battle, because of the vigorous pursuit of COOKE and his squadrons.

It is no part of the scope of this paper to enter into the details of the affair at Williamsburg on the part of the army. It is enough to say that the cavalry under General COOKE did all that cavalry could do under the most able management, and that the battle of Williamsburg, so far as the Army of the Potomac was concerned, was not successful.

From this time on affairs with the cavalry, through no fault of its own, went from bad to worse. Detachments from its strength were constantly increased, and it was hampered by instructions which crippled it for all useful action. A case to illustrate this occurred after the Army of the Potomac appeared in front of Richmond and took position astride the Chickahominy. The cavalry under General COOKE was on the right flank of the army, watching the roads leading along the Pamunkey to the rear of the army. It had no freedom of action, and was not allowed to select its position for the better attention to its work.

Soon the Confederate cavalry, under its capable chief, General STUART, fell on the emasculated ranks of the thin right wing of what was left of COOKE's cavalry, and made the raid to the rear of our army, passing to a safe place of retreat within the Confederate lines and around the further flank of our infantry. General COOKE immediately made arrangements to pursue and punish the intrepid foe, but was thwarted in his design by positive orders from the Commanding General of the left wing of the army, under whose orders he had been placed, to regulate his pursuit by the march of an infantry column detached to intercept STUART, and on no account to precede this infantry march.

The officer of to-day, even though he has had no experience in war, with the record of cavalry marches before him, can imagine the effect of such an order on a dashing, chivalrous, enthusiastic cavalry officer, chafing under the restraints that had already been placed upon him by a soldier who had learned from the books that a forced march for cavalry for one day was twenty-five miles.

The writer of this recalls that on the receipt of this order General COOKE insisted that he would disobey it, and was only deterred from doing so by the earnest advice of those around him, who thought they knew how suicidal such a course would be under the conditions which then obtained in that army. I have since regretted that I opposed the infraction of orders. But I was very young then.

Of course there could be only one result to this course. STUART made his raid, unimportant though it was in consequences, and the entire blame was unworthily thrown on the cavalry and on General

COOKE by the uninformed, owing to untruthful statements of those who knew better, but were willing to accept a scapegoat.

It was not long after this raid by STUART that the Confederates, encouraged by the inertness of the Army of the Potomac under McCLELLAN, attacked the right wing of the army under FITZ JOHN PORTER, fighting the battle known as Gaines' Mill.

During the early part of this battle the Union army held its ground and gained from time to time some material success. But it was only temporary. In the afternoon the writer of this, by General COOKE's direction reported at the headquarters of the Commanding General on the field, FITZ JOHN PORTER, and during his attendance there heard read a dispatch from General McCLELLAN congratulating PORTER on his success. It closed with directions to drive the rebels off the field, and to take from them their artillery. At the time this dispatch was being read, the enemy were forcing our troops to the rear. Hasty preparations were made for the retreat of the headquarters, and everything was in the most wretched confusion. No orders could be obtained, and I returned to my chief reporting the condition of affairs. It was apparent from movements in our front that the Confederates would make a supreme effort to force the left flank of FITZ JOHN PORTER's command, and cutting it off from the bridge over the Chickahominy, sever it from McCLELLAN's army and capture or disperse it.

It was growing late. Both armies were exhausted by the exertions of the day. But the prize at hand was well worth the effort, and the Confederates with renewed strength were fighting to make their victory complete. The Union cavalry commander seized the situation at a glance. The cavalry had been posted behind a plateau on the left bank of the Chickahominy, with ground to its front free of obstacles and suitable for cavalry action. To the right front of the cavalry the batteries of the reserve artillery were stationed. Here I adopt the description of the battle from the pen of a brilliant cavalry officer of a new generation, who tells of it in his history of the Fifth Regiment of Cavalry, Captain SWIFT. He says:

"At the battle of Gaines' Mill, on June 27, 1862, the regiment performed its most distinguished service. On that day, it will be remembered, the Confederate army, reinforced by the corps of STONEWALL JACKSON from Northern Virginia, made four desperate attacks upon the Federal wing under FITZ JOHN PORTER, who was occupying an open plateau, with temporary intrenchments, east of Powhite Creek, his left protected by the marshes of the Chickahominy bottom. The sluggish creek flowed through deep banks, concealed by heavy timber; the high ground of the plateau was free of obstacles and suitable for cavalry over a strip varying from

400 to 1,000 yards in width; and in the breaks of the plateau, in rear of the extreme left of our line were massed the weak cavalry brigades of PHILIP ST. GEORGE COOKE. In front of the cavalry the batteries of the reserve artillery were stationed.

"It was after 7 o'clock in the evening; the sun had sunk below the horizon, the heavy smoke of battle was hanging thickly over the field, and each attack of the enemy had been made and won. Only the cavalry and a part of the artillery remained on this part of the field. A brigade of Texans, broken by their long advance, under the lead of the hardest fighter in all the Southern armies, came running on with wild yells, and they were a hundred yards from the guns. It was then that the cavalry commander ordered Captain CHARLES J. WHITING, with his regiment, to the charge. No one had blundered; it was the supreme moment for cavalry, the opportunity that comes so seldom on the modern field of war, the test of discipline, hardihood and nerve. Right well was the task performed. The two hundred and twenty troopers of the Fifth Cavalry struck LONGSTREET's veterans square in the face. WHITING, his horse killed under him, fell stunned at the feet of the Fourth Texas Infantry. CHAMBLISS was torn almost to pieces with six wounds. SWEET was killed. Only one of the other officers was un wounded. In all, the loss in killed, wounded and missing, was fifty-eight, and twenty-four horses were known to have been killed. Unsupported, and almost without officers, the troopers were stopped by the woods of the creek bottom, returned, re-formed, and were soon after opposed to the enemy in covering the retreat of the Federal army. Two days later the same troops were engaged at Savage Station. The guns which were in condition to retire were saved. The facts of that charge speak for themselves. No action was ever more worthy a poet's genius; no cavalry charge was ever ridden better or against more hopeless odds of numbers. In other lands every survivor of Balaklava has been pensioned and decorated. The German nation will always delight over the record of its cavalry at Vionville and Mars-la-Tour, and the great Chancellor was never so proud as when he embraced the sons who rode in the ranks on that day. The memory of the sacrifice of French cavalry at Sedan is still a balm for many wounds. But while CARDIGAN, BREDOW and GALLIFET, each in his own land, received every honor, it is strange to relate that WHITING was dismissed for alleged disloyalty a few months after Gaines' Mill, reinstated after the war, and mustered out of service at the consolidation in 1870. The action of the cavalry received the censure of the Commander-in-Chief, and has since been given as the reason for the removal of General Cooke from the command."

The events of that day at Gaines' Mill are pictured on the mind of the writer of this imperfect sketch as on a never fading photograph. The details of the battle are as vivid as if they had occurred yesterday. As the Confederates came rushing across the open in front of the batteries, bent on their capture, one battery nearest to our position was seen to limber up with a view to retreating. I rode

hurriedly, by direction of General COOKE, to its Captain, ROBINSON, and ordered him to unlimber and to commence firing at short range, canister. He complied willingly, and said, as if in extenuation of his intended withdrawal, that he had no support. I told him the cavalry were there, and would support his and the other batteries. The rapid fire at short range of the artillery, and the daring charge of the cavalry in the face of an exhausted foe, prevented, without doubt, the enemy seizing the Chickahominy bridge and the capture or dispersion of FITZ JOHN PORTER's command. All this was due to the subject of this sketch. No farther advance was made by the Confederates, and the tired and beaten forces of PORTER withdrew to the further side of the Chickahominy and joined the Army of the Potomac in front of Richmond. The cavalry withdrew last as a rear guard, after having furnished torch and litter bearers to the surgeons of our army, who did what was possible to care for our wounded left on the field.

It was a great surprise to General COOKE and his friends to find in the Records of the Rebellion, publishing the events of the war, a statement that he was relieved from command in the Army of the Potomac for his part in the battle of Gaines' Mill. It is my belief that this statement was an afterthought, as I know that General COOKE was relieved at his own written request, after the Army of the Potomac had arrived at Harrison's Landing in August.

The fact that I know that General COOKE felt keenly this aspersion on his character as a soldier, has induced me to give more extended notice to this episode in his military career than is perhaps quite appropriate in a paper such as is the present one.

Truly, as Captain SWIFT intimates, in any of the countries of Europe General COOKE's conduct at Gaines' Mill would have been a theme for poets, and a source of honor from the government.

After Gaines' Mill the cavalry of the Army of the Potomac had no history of which it had reason to be proud, until the reorganization of the army with HOOKER in command. Its emasculated ranks were diverted into additional orderly, guide and scouting duties until there was nothing united of the unfortunate mounted force in sufficient strength to constitute a reasonable command for a field officer. This fact, coupled with the incompetence of his superiors in the handling and treatment of the cavalry, led General COOKE to request that he be relieved from duty with the Army of the Potomac.

He was assigned to court-martial duty in Washington, and remained until August, 1863, and a few weeks thereafter he was assigned to command the Baton Rouge District, Department of the

Gulf, and remained upon this duty until assigned as General Superintendent of Recruiting Service for the Army, May 24, 1864. He continued upon this duty until 1866, when on April 1st he was assigned to command the Department of the Platte.

From April to July, 1867, General COOKE was a member of an examining board for promotion of volunteer officers to the regular army, and a member of a retiring board from September, 1867, to May, 1869, on the 15th of which month he was assigned to the command of the Department of the Cumberland, where he remained until transferred in May, 1870, to command the Department of the Lakes.

General COOKE continued in this command until October 29, 1873, when he was retired, after forty-six years of active service, such as has not fallen, nor under existing conditions, can ever again fall to the lot of any other officer.

History was made so rapidly during the eventful years from 1860 to 1865, that the period immediately following has received but scant attention from historians as yet. No duty ever performed by army officers required clear judgment, high-minded patriotism, and patient forbearance to a greater extent than was necessary in dealing with the multitude of unprecedented questions arising under the new conditions which prevailed in the South, and unstinted praise is due Generals THOMAS, CANBY, COOKE and many other gallant men who held commands there during the reconstruction period.

Throughout his varied career General PHILIP ST. GEORGE COOKE gave us an example of loyalty, professional pride and devotion to duty in its highest sense. He was the incarnation of a cavalry soldier. His greatest ambition was to excel in this, his favorite arm. On the frontier he gloried in making long and rapid marches without injury to his horses. During the war he was among those who thought that the legitimate sphere of cavalry action was mounted and in the crisis of battle. He was a splendid horseman and always looked every inch the soldier while mounted on his spirited, showy horse. He was a chivalrous soldier, a consistent Christian, a model gentleman.

It cannot but be that in future years when the history of the Union cavalry is written, that the name of General PHILIP ST. GEORGE COOKE will stand highest in the role of distinguished cavalry generals. Though others followed him who, owing to the fact that the arm was better understood by army commanders, gained more glory, none were more deserving.

MILITARY READING; ITS USE AND ABUSE.

BY FIRST LIEUTENANT MATTHEW F. STEELE, EIGHTH CAVALRY.

THE army is ever astride of a hobby. Within the remembrance of most of us it has ridden military signaling to an unwept and inglorious death. Then it mounted target practice, a beast of long life and great endurance. At last, however, this good steed's back is swayed, and he shows other signs of decrepitude, which make us fear that he may break down under the weight of the Krag-Jorgensen, with its terrible length-of-range and heavy cost of cartridge.

Besides, the army is no circus rider as to its hobbies. It rides them one at a time, and a new one has been saddled and brought forth—the cult of literature. The whole service seems to have gone to letters, and our chief ambition; just now, appears to be to convince ourselves and the world at large that the pen is mightier than the sword—an undertaking not quite loyal to our craft.

CARLYLE says: "In every phenomenon the beginning remains always the most notable moment," and yet of this phenomenon it is hard to say precisely when and where was its beginning. Many of us are old enough to remember when it was not. Less than a score of years ago the students and readers of the army—especially students of military subjects proper—were sporadic and exceptional.

In a review of Mr. ROPES' recent work, "The Story of the Civil War," *The Nation* (No. 1534), referring to the condition of the army at the outbreak of the war, says: "It is notorious that very few army officers had built upon the beginning made in the Military Academy, or had the opportunity, if they had the will, to continue industrious study. It was an individual question as to what progress each had made, what qualities he had developed, and what he was competent for. When these things are candidly weighed, it does not appear so clear that there was a class of professional soldiers."

The same may even be said of our officers within the last decade. Not so to-day. Now we are all readers and students, students at any rate whether we will or no, for such is the edict of the Lyceum. If we cannot name exactly the initial hour of our literary fever, we can, nevertheless, trace its development and progress by the principal events that have marked or influenced them.

The first real interest in professional culture among officers, as a class, came with the founding of the Military Service Institution in 1878. This was the work of four officers, and the service owes them a very large debt of gratitude.* These officers stated in their call that the "design of the association contemplates professional improvement and interchange of views upon military matters, especially those calculated to promote the interests of the army of the United States." (Manual of the Mil. Serv. Ins., 1888.) Right well has the Institution fulfilled its mission.

One often hears it remarked that the *Journal of the Military Service Institution* is mainly an artillery organ; yet, strange, it seems hard for an artilleryman to win the gold medal for the "prize essay."

The next impulse was given by the founding of the School of Application for Infantry and Cavalry at Fort Leavenworth; but the impulse was feeble, and its early results were scarcely an earnest of its later accomplishment. The school struggled along for several years, gaining little in vigor or influence. Few young men sought the detail to it. Those who took the course did so under compulsion, and manifested their contempt for the school by nicknaming it "The Kindergarten." But the last few years have wrought a great change. The school has begun to fulfill the purpose for which it was created by the War Department—a war college "for ambitious young officers who desire to take an advanced course in their profession."

After the college at Fort Leavenworth, came the organization of the Cavalry Association. Strange it had not preceded it—the place of the cavalry should always be in front. This marched along for several years, gaining strength the while, and with its cavalry clatter, finally aroused the infantry. They then formed an association and started a professional gun. The artillery in the meantime brought forth its *Artillery Journal* pure and simple. The rumbling of the three arms wakes up the headquarters at Washington, which takes command of the whole force, sends forth its Lyceum orders, and sets up the Bureau of Military Information.

* These officers were "a colonel of infantry, a colonel of cavalry (retired), a colonel of the Adjutant-General's Department, and a major of the Judge-Advocate-General's Department." Though their names are not given, I believe they were Generals STANLEY, FRY, RODENBOUGH and LIEBER.

It could not be expected that Congress would sit quietly by and let all this pass without saying a word or taking a hand. It was beginning to look as if the body military was on the point of forgetting its subserviency to civil authority. The free institutions of the Republic were in peril. Congress must do something. So it travelled and brought forth the act requiring examinations for promotions—a noble and hopeful offspring, one that is destined, if properly nurtured, (not nursed to effeminacy, nor overworked to an untimely death), to lead the army to a high state of practical culture.

Many thinking officers even believe it alone could be made to keep alive the spirit of study in the service without the support of daily recitations at the Lyceum. There is no doubt that the liability of losing one's promotion, nay commission, is a right sharp spur to an officer's ambition for professional improvement; and that the officer who will not respond to this spur would benefit the service more by creating a vacancy than by rising to a higher grade.

From these centers, a wave of professional culture has swung out in widening circles, until to-day it reaches every little garrison and well nigh every individual in the military service. Its bounds are not limited to the commissioned officers; it reaches into the barracks of enlisted men. Literary associations, with their books and papers, exist in hundreds of troops and companies, and every fortnight or so sees another regimental or garrison paper started, with an enlisted man for its editor.

Undoubtedly what has made our progress in professional culture possible in the past few years, has been the concentration into larger garrisons, and the comparative infrequency of Indian troubles. Long, hard marches, and camps a hundred leagues from garrison or postoffice, are not conducive to the study of books. Whether the latter conditions will make better soldiers than the SHERIDANS, STUARTS, HILLS and THOMASES, trained under the former, must be left for the next war to decide.

But is there not danger of too much reading and study in the army? Undoubtedly professional education is now our hobby; and unquestionably the world has ridden to its present state of advancement upon hobbies, for the backbone of a hobby is enthusiasm, and nothing has succeeded without enthusiasm. Yet by observation among his circle of acquaintances—examining himself the first of all—any one of us can see the evils that BACON has pointed out: "To spend too much time in studies is sloth; to use them too much for ornament is affectation; to make judgment wholly by their rules is the humor of the scholar. They perfect

nature and are perfected by experience. * * * Crafty men condemn studies, simple men admire them, and wise men use them."

The sloth that too much study induces is, apparently, of both mind and body. When too many books and authorities are to be recollected and pondered over, conclusions are slow to form. This may be of no consequence to the philosopher in his closet, but to the soldier in the field it is fatal. Cavalrymen, above all, have no time to ponder and weigh. It is better to move to the charge, even though the consequences of repulses have not been carefully calculated, than to stand pondering until the enemy's squadrons are upon you. General SCHOFIELD recently remarked of some one, that "he had too much sense to be a good cavalryman."

The annals of the war between the States, as has often been remarked, do not argue the side of the military student. The great students on either side, those who knew NAPOLEON's maxims by heart, and could "rewrite 'Jomini,' if the last copy had been lost," and quoted Marshal SAXE in familiar chat, were not always the most successful in battle and campaign. Of all the heroes of that war, whether under the stars and stripes, or under the stars and bars, General SHERIDAN was the one whose record as a fighter and as a leader of men in battle or in the search of battle, most appeals to the real cavalry soldier's admiration and emulation; and it is doubtful if he had ever read one of NAPOLEON's maxims, or seen a copy of "Jomini," or heard of Marshal SAXE.

The military biographies of Europe point the same lesson. The greatest reader in our service to-day, an officer who lives in books, worships books, dreams in books, no doubt, and would have the walls of heaven lined with books, labored, in a recent magazine article, to prove that the world's great soldiers were lovers of books. But the evidence and argument he adduced failed to sustain the case. FREDERICK THE GREAT affected literature, but not military literature. He was the "Poet King." Colonel CLOSSON, in his article, admits that "it is not easy to find much of the literary about the two English generals, WELLINGTON and MARLBOROUGH." The latter could not even spell. [GOLDWIN SMITH.] The inference is he did not read.

"NAPOLEON had a regular camp library and cabinet editions of works in art, and so forth," says Colonel CLOSSON, but, that he read all these works history deposeth not. I do not believe he did; he had no time to read such quantities of books. About all that we are told NAPOLEON ever studied were "Plutarch's Lives" and the "Campaigns of Turenne and Frederick." His latest biographer,

Prof. SLOANE, says: "He had not even the consolation of having an education." We may be sure that what time NAPOLEON gave to study was for a definite object. Geography, not the strategical and tactical theories of military literature, was his chief study—the geography of the world, and how to put Paris at its center. The map of Europe was engraved upon his heart.

So, also, of the modern general, who is held up as the shining example of the study-bred soldier of success. But VON MOLTKE was no mere closet student of books. His studies always had one focus at a time; first it was how to whip Austria, and then it was how to whip France. Whatever affected his subject he studied. He had a particular problem to work out, just as Captain EADS had in building the St. Louis bridge, and he prepared himself for it.

Indeed, the great readers of the world have not been its great actors, its great thinkers. They may, as CARLYLE puts it, "tell the universe what o'clock it really is," but they do not make the wheels of the clock turn. We are not told that EDISON is a great reader; that FULTON was, or MORSE, or WHITNEY, or ERICSSON, or any of the men who have given complete revolutions to the clock of progress. These men see and think, and above all, work.

Not in science, nor in art, nor in business, nor in arms, not even in letters, are the leaders distinguished by much reading. "The Autocrat of the Breakfast Table" says: "I always believed in life rather than in books," and it is said that he never read a book through from cover to cover. [HENRY CABOT LODGE.] Later in life HOLMES completes this thought by saying in "Over the Tea-cups," "If you could stick to your reading day and night for fifty years what a learned idiot you would become long before the half century was over." DICKENS' lack of reading was notorious. His biographer undertakes to prove that he had read "Robinson Crusoe" and a few other of the books every school-boy reads.

If too much study is sloth, what must be said of too much of the kind of reading we give so many of the valuable hours of our life to? Idle, easy-chair reading. No habit is easier fallen into than this kind of reading, and none is less pardonable. It destroys an officer's activity as no other habit does. It is the worst form of laziness, and no sin is so destructive of a soldier's efficiency—especially a cavalry soldier's—as laziness. Some of the best soldiers have been drunkards. MARLBOROUGH was a scoundrel; SKOBELEF was a moral leper; but they were all active, as every other soldier has been that has succeeded.

EMERSON says: "The student is to read history actively, and not

passively." Aye, he is to read anything actively that he expects to derive any benefit from. Passive, easy chair reading is but an apology a man makes to his conscience for doing nothing. When a man stands or sits upon his muscles, his mind is more lively than when he lolls in a heap upon his flesh and bones. The brain works better when the spinal column is erect. The only reasoning animal is the only animal whose backbone is upright, and man did not begin to reason until, in the course of his evolution, he rose from all fours and stood on two legs.

The world has not produced a man that has made more out of a small gift of brain than STONEWALL JACKSON did. He was naturally dull, slow of perception, slow of invention; but his record as a cadet, as a college professor, as a fighter, tells what use he made of his poor natural gifts. All he knew he learned by hard study; and he studied always standing upon his feet, with his book on a shelf in front of him.

Some men read simply for the purpose of telling what they have read. This is as despicable as filling one's shelves with handsome bindings, regardless of their contents, or with blocks of wood painted and gilded to look like sets of standard works.

Other men read to keep from having to think. The mind cannot rest, except when it sleeps, and it cannot sleep all the time. It will keep on thinking, remembering, building castles or dungeons, if one sits idle and awake. Other men play *solitaire*, whittle sticks, or draw figures on blotting-pads with a pencil, to occupy their minds.

Still other men there are, and many in the army, who read too much to have any time left to act or to think. As soon as they have done one book, before it is digested or considered, they are in another. They do not know the exhilaration of an original thought. If they go through the form of thinking, they must do it in quotation marks. They can only tell you what somebody else has written, as if you could not read it for yourself, if you were pleased to.

A thought conceived in a man's own brain, whether it be strong or weak, whether it be wise or foolish, whether it be right or wrong, if it be but his own, is worth more to him than ten thoughts borrowed from some one else. And yet, as the "autocrat" says, "we get into a way of thinking as if what we call an 'intellectual man,' was, as a matter of course, made up of nine-tenths or thereabouts of book-learning and one-tenth himself." In no calling is the truth of this remark better exemplified than in ours of to-day. We call an officer "up in his profession," according to the number of professional books he has read. We think he knows all about

training horses, if he can talk BAUCHER and RAREY and ANDERSON; all about the veterinary and sanitary science, if he has FITZWYGRAM in his book shelves; the whole art of horsemanship, if he has read DWYER's *Seats and Saddles*, than which no book was ever fuller of strung-out and spread-over theory, or emptier of facts and horse sense, when put to the test of actual practice. We think an officer that can quote SHAW and draw his diagrams, knows the whole subject of minor tactics; if he has studied VON SCHMIDT and TRENCH, he is a finished cavalryman, and, if he can talk "Jomini" and "Hamley," and has kept up with Prince KRAFT's *Letters and Conversations*, which are keeping up with the "brook," he is prepared to command a corps. And all this whether he can ride his own horse over a ditch or a fence, or no, whether he can command his troop or platoon at squadron drill, or no.

Reading, to be of profit, should have one of two objects. It should be either to get information for a definite purpose, or to get recreation; and reading that has not one or the other of these objects in view is time wasted. Every man, even a soldier, is entitled to a certain amount of recreation daily. ALFRED THE GREAT took eight hours, but each man's conscience and leisure must be the judge of what he needs. When a man takes more than they allow him, he turns recreation into dissipation. This is so whether his dissipation takes the form of books or strong drink. By recreation, however, is meant neither rest nor idleness; for, whether with books or with base balls, it ought to be active, and a soldier's rest ought to be sound sleep.

"There are few truer triumphs or more delightful sensations than to obtain thorough command of one's self," says Sir JOHN LUBBOCK. The officer who can lay down a delightful book, in the middle of a delightful chapter, and go about these duties, of which there are hundreds daily, not announced by call of trumpet, and not under the immediate eye of his superiors, but attention to which marks the distinction between the slothful and the active officer, has obtained this command of himself.

There are officers who appear to think that the chief end of man is to read and study. Instead of treating studies merely as a means to the accomplishment of a purpose, they make everything else bend and yield to them. They do not study with the determination of fitting themselves for some particular duty, either of the present or the future; not even for knowledge or the power there is in it. They study for the simple sake of studying, just as the miser hoards for the sake of hoarding.

The mind is so ordered that it cannot fix itself upon an ambition, a hope, a possibility, or even a certainty, which lies indefinitely in the future. It is doubtful if there is to-day, in all our millions, a single child or youth who has set his ambition to obtain the Presidency in his manhood, and governs his daily life to that end. It is even doubtful if there is a lieutenant in all our service that has seriously said to himself, "I will command the army some day!" and directs his studies and his conduct with a view to fitting himself for the position.

It is for nearer and lesser goals we strive. Each attainment is a step upon which to rise to a higher ambition. Even the trifles of to-day appear larger to our mental vision than great things off in the perspective of the future. The issue of a game at billiards or whist will occupy, for the half hour, our whole effort and aspiration, to the utter exclusion of the colonelcies, general's stars, and all the other honors and glories the future may have in waiting for us. The thought of the moment, with its little pleasure or trouble shuts out the contemplation of the entire hereafter.

No doubt it would be a key to success and a title to greatness, the ability to look right over intervening months and years, and fix the eye upon the highest point in the scale of ambition. And yet, this myopia of aspiration has its advantages. How many good soldiers would pass into their old age and retirement with the sorrow of an ill-spent, or the grievance of an ill-appreciated life? How many graves would be filled with the dust of disappointment if we all, in our youth, sighted our ambition at a general's epaulettes? No, it is the small honors in sight, and lesser laurels in reach, one strives after, and not the great ones beyond the horizon.

We should make use of this principle to aid us in our studies. We should always have some special object to study for. We know that an officer will learn more in a week when his examination is at hand, than he will learn in the whole winter's course of the Lyceum, with his promotion only a vague promise of the future. He will study his text-books harder to find out how to skillfully command a corps of leaden blocks in a game of Kriegsspiel to-morrow, than to command a corps of bodies and souls in that indefinite future, "the next war." He will sit up later working out how to rightly build a road or a bridge next week than he will to learn how to destroy a railway or a ship canal thirty or forty years hence.

Too much reading, even of the right kind and in the right way, begets too much theory, and at the same time makes one depend more upon his book-learning than upon his own resources. An offi-

cer with a head full of theories is liable to have no room left in it for practice. Of more use to the service are the practical, unlettered soldiers, like that old Irish captain who said of himself, "Mi head is not crammed wid theories out of bukes, nather am oi much of a lyceum paulparrit; but whin oi git mi saber sthrapped on me, en mi legs astroide o' mi harse, mi head is prignunt wid ideas."

In too much study of other men's methods, also, there is danger of blind following, and danger of applying their methods when our conditions are different. One of the real pleasures of reading is the suggestion or awakening of new trains of thought, different from those of the writer, perhaps upon a subject entirely apart from his. WASHINGTON IRVING said that, often, when he did not feel in the humor to write, when his head and hand would not respond to his will for work, he would lay down his pen and take up some favorite author. After reading a few pages, some thought would be suggested, and he would hasten to write it in his manuscript, together with the train of others sure to follow.

The close ally of military reading is military writing. Each is dependent upon the other for its support and life.

Some officers have a queer way of regarding a man's efforts at the pen—a way full of impatience, apparently of contempt, possibly of envy. They seize the floor and harangue for an hour at a time, if any of their audience lingers that long, about "the fever for rushing into print." They declare over and over again that they wish the CAVALRY JOURNAL and all the other service magazines were in the place where it never freezes. They are forever going to stop their subscriptions—as if anybody cared. "Every snip of a lieutenant—second lieutenant—appears to think he has some wisdom to spread in print, for men to read who were in the service when he was in swaddling-clouts," is one of their favorite texts.

These ranters will lay hold on you—the whole dozen of you—in the Adjutant's office in the morning; in the club in the evening, and pour out upon you their vials, nay barrels, of wrath against these would-be army writers. They are the same men who yawn of a morning, and tell you how late they sat up the night before reading, and repeat to you columns and pages, all of which you have read for yourself, but you are too polite to tell them so. Hours and hours of valuable time everyone of us has to yield to such bores at some time or other. Like rheumatism, they are one of the ills of the military service, which one can escape only by an early death.

How different with the man who puts his little say in print. He

modestly invites you to read it. If you do not care to bother with him you skip him, or toss the whole magazine into the fire, that you may run no risk of meeting him again. You are not compelled to give him your attention, or else be rude to him, as is the case with the ranter aforesaid. But once a year is your time, not to say your attention, given by compulsion to the officer who commits his thoughts to writing—that, of course, is when he reads you his Lyceum essay.

Much benefit is to be derived from writing. BACON said, "Reading maketh a full man, conference a ready man, and writing an exact man." It also gives one a definite and immediate object to read for. It recalls to his memory the marked passages in his favorite books. It makes him search records and authorities. He not only learns more about the subject he is writing upon than he would learn in a lifetime of languid reading, but he also learns much about collateral and other subjects in his research. New subjects of investigation and new lines of thought occur to him, which may serve for discussion in his next Lyceum essay.

Men can talk by the hour without thinking: so can parrots, and also monkeys, if Mr. GARNER can be believed. But neither monkey nor parrot has yet written. One cannot write without thinking; he may copy, but that can hardly be called writing, which can, nowadays, be done so much better on a machine. On the other hand, it is doubtful if there are many men able to lead a train of thought to a conclusion without the aid of the pencil; it is too great a tax upon the memory to keep before the mind all that has gone before. "Mental arithmetic" is only a question of memory. JOHN ADAMS said he could not think without a pencil; so did CHARLES LAMB. A good thought is a capricious and subtle thing. It is yours for an instant, but let it escape and it may never come back to you again. Better fasten it down with a pencil while you have it, than risk catching it with the memory at another time.

And now, finally, what should we, as American soldiers and students of the trade of arms, read? By authority of Congressional act, the *Regulations* provide that the Quartermaster's Department shall "furnish transportation" for "the professional books of all officers of the army * * * which they may certify as belonging to them individually and pertaining to their official duties." No doubt this generous and thoughtful provision has had much to do with the growth of the literary spirit in the service. Officers could ill afford the expense of carrying their books with them as often as they might be ordered from one station to another. But a book, to

be of real use or pleasure, must be at one's hand. Education is not so much what one actually knows as what one knows how and where to look for. The best lawyer does not have all the law and the decisions by heart, but he knows what books to find them in; and the engineer does not burden his memory with tables and logarithms, but gets them out of his manuals when he needs them. So with us and our books. We want them where we can lay our hands upon them.

If any book is worth the time it takes to read it, it must have something in it worth going back after at some other time. The "*Poet of the Breakfast-Table*" says "the foolishhest book is a kind of leaky boat on a sea of wisdom; some of the wisdom will get in somehow." When I read a book, I want to own it and have it with me, for I know I shall want to go back to it, soon or late, to look up some passage that has left the outline or shadow of its substance in my memory. I do not believe I have ever read a book of which this is not true; and I suppose it is so with every person. Borrowed books are but a momentary satisfaction; they are like a diet of weak broth, which fills, but does not stay with you.

But how far are we limited in our ownership of books by the words, "Pertaining to their official duties?" This is largely a question of individual conscience, and conscience is a question of education. Narrowness of conscience, which is bigotry, is usually the result of ignorance. Our official duties are wellnigh as numerous and as various as the occupations of mankind. In a lecture to the students of Woolwich, RUSKIN said: "While for others, all knowledge is often little more than a means of amusement, there is no form of science which a soldier may not at some time or other find bearing on business of life and death. A young mathematician may be excused for languor in studying curves, to be described only with a pencil; but not in tracing those which are to be described with a rocket. Your knowledge of a wholesome herb may involve the feeding of an army, and acquaintance with an obscure point of geography the success of a campaign."

If this were true to English military students, how much more so to American. Surely the officers of no other army are liable to be called upon for such various duties as those of ours. If we are not all "Jacks of all trades," the roster must always be ready to furnish some Jacks for every trade, and there is no telling what duty an army officer may be put at next. Our drill-books and manuals of tactics and strategy are not by any means the only books we need. We must know how to build, to survey, to bargain and trade, to

teach any subject from grammar up to the science of war; to cultivate a garden or manage an eating house; to telegraph a message or run an engine; to draw up a contract or defend a criminal; to groom a horse or teach a class in hippology; to build a foot bridge or destroy a steel one with gun cotton; and to do tens of thousands of other things which no man in any other one profession would ever have to do; and above all, to be always an "officer and a gentleman." This phrase is the passport to our shelves for any book we would have there, which cannot get in under specific class.

There may have been a time, back in the dark age of ignorance, when a gentleman was simply a *gentle* man. Not so now, all moral argument to the contrary. The compound word has an inseparable air of culture about it. It is the army officer's title to the fellowship of the educated classes, the college professors, writers, clergymen, lawyers, surgeons, and the like. But what lawyer or clergyman confines his reading and studies to his law or theology? Sir JOHN LUBBOCK says: "Concentrating our attention too much on one or two subjects defeats our own object, and produces a feeling of distaste where we wish to create interest." Every professional man knows this, and as far as his time allows, gives his reading a wide range, and each one, as well as he can, follows Lord BROUGHAM's advice: "To read everything of something and something of everything."

THE PRINCIPLES OF MILITARY ADMINISTRATION:
THEIR APPLICATION TO METHODS OF SUPPLYING
HORSES FOR THE CAVALRY SERVICE; WITH SUG-
GESTIONS FOR THE REMOUNT OF THE FIRST
CAVALRY.

BY FIRST LIEUTENANT J. G. GALBRAITH, FIRST CAVALRY.

MILITARY administration, in the restricted sense of the word as used in this discussion, may be defined as the system by which the regular army is provided with men, with horses, with all the supplies needful for the performance of military duties, with means of transportation, and with money.

We propose in this paper to discuss certain principles of military administration, their bearing on or application to the methods of supplying horses for the cavalry, with suggestions for a particular case. For the principles enunciated we will search in the writings of recognized authorities. For a description of the evils arising from departures from those principles we will endeavor to add to facts drawn from the recorded experience of others, some within our own experience; and for the remedying of those evils we will avail ourselves of the suggestions of others, adding such conclusions as we have arrived at after some study, observation and reflection. Without practical suggestions, we may say that a mere criticism of existing methods would have little value. It is easy to find fault, but difficult to provide adequate remedies. Some there are who delight in tearing down, but who cannot build on the ruins.

We propose to advocate a system of regimental administration, by which some of the details of administrative work now centralized in a staff department can be performed under the control of regimental commanders. For the efficient performance of such work of detail, and for the results obtained, these commanders would be accountable to higher authority.

The recruiting of soldiers for the cavalry, and the procuring and

training of cavalry horses, are two problems of military administration, which, in our humble opinion, can best be handled by cavalry officers, and should be controlled by the colonels of cavalry, each for his regiment. For these two articles of supply (horses and soldiers) we will maintain that the methods of procuring by advertisement for sealed proposals, award to lowest bidder, and inspection by civilian experts, are alike inapplicable. Other articles of supply there probably are, the manufacture, accumulation and general management of which can be advantageously left to the staff departments.

Clothing and equipage, arms and ammunition, the bulk of the subsistence stores (not perishable), medical supplies, and an immense variety of stores of all kinds, can be procured, stored and distributed under the administrative control of the staff chiefs of the War Department in Washington. But even in those matters the tendency to centralization of administrative control and the extension of supervision of the central office to trivial details, seems to have grown within recent years until, in the opinion of some who would seem qualified to speak with understanding, "the army is in leading-strings." Thus, in the administration of the Quartermaster's Department, to quote from one of its prominent officers: "We find that not only general, but in a large measure, detailed control is exercised from the Quartermaster-General's office. For long, long years, from the foundation of the Government almost down to about nine years ago, the authority delegated by Congress and the President to the Secretary of War was, in many respects, partly delegated in turn to commanding generals and other officers. I allude now more particularly to the question of expenditures. All at once it was held that the actual and direct authority of the Secretary of War was requisite in each and every case. No general order, regulation or decision was promulgated that a new construction of the laws was to be enforced; it was brought about by the rulings of the Department, and the time-honored practice that had secured to the order of a commander the prompt and zealous obedience of his subordinate, in matters relating to money and property, became largely a matter of uncertainty, both to the commander and his subordinate. The practice was instituted of forwarding all estimates for supplies and requests for authority for expenditures to Washington, so that each case is now acted on singly, involving not only delay, but often long and vexatious correspondence about trivial matters." [Lieutenant-Colonel J. G. C. LEE.]

To cite a case in point: At a frontier station a barrel of thin

coal tar which would cost but a few dollars, was needed for a purpose, provision to meet which was laid down in the prescribed "rules for stable management," published by authority of the Secretary of War. To prevent and stop gnawing of the woodwork of corral, fence, mangers and picket-line, requisition was made by a troop commander. This was forwarded, through regular channels, to the office of the Quartermaster-General. Back, through the Commanding General of the Department, comes an endorsement, signed by a captain of the Quartermaster's Department in charge of some branch or other of the Washington office, simply informing the Chief Quartermaster of the Department that his request for authority to purchase is not approved. No reason given, no alternative course suggested. Does not such treatment make children of us all?

"Are we to assume that that office is the best informed authority on all points; that it knows *all* down to the most minute local circumstances; that it alone can see all and rightly judge all? It directs all itself." [Buxton.]

Time has been when at our scattered and isolated posts, nearly all lieutenants became practiced in administrative matters, and were entrusted with discretion in numerous routine expenditures. They received practical training in the duties of the staff departments, and were often selected for staff duties (of supply) at department headquarters and with large commands in the field, and became accustomed to responsibilities which our young officers now dread. Nowadays, at many of our large modern posts, even the regimental quartermaster's position is a sinecure, the duties being performed by a captain and quartermaster assigned from Washington, and whose routine duties are to an extent controlled from the Washington office.

Will not the failure to entrust our line officers with administrative responsibilities in time of peace make them weak, vacillating, unequal to emergencies in time of war, when such duties must be thrust upon them? Will these new methods develop self-reliant, qualified officers of known experience and fitness for such duties?

Officers present at this reading are well aware that acting quartermasters of one-company posts were formerly not afraid to incur considerable indebtedness, in the manner customary among business men, and with an absence of complicated formalities, in the full confidence that a certificate of the necessity and the approval of their immediate commander, would see them through. Is this true to-day?

We are hedged in at every turn by contract requirements; even

awards to bidders cannot be made without correspondence with Washington; an endless round of reports and paper work keeps an officer worrying at his desk when he should be out doors and about supervising repairs and improvements, or should have time to attend to the needs of his department. Is it imagined that by the invention of all these checks and balances, these vouchers and sub-vouchers, there is any real check on honesty? Men who would steal are likely to observe all formalities necessary to cover up the wrong-doing.

In this matter of procuring horses for the cavalry, what has been accomplished by the introduction of new methods, new restrictions, new laws, the adoption of the contract system, the inspection by civilians hired by the Quartermaster's Department, the dispensing with the services of cavalry officers, and the absorption of the entire management, down to minutest details, in the Quartermaster's Department, independent of the control of any commander of troops? Let us trace the progress of these changes.

When the First Regiment of cavalry was scattered over five or six of our northwestern States and Territories, one troop was usually the allotment of cavalry at each station. When horses were needed, application for funds was made to department headquarters, and the necessary amount was promptly placed to the credit of the local post quartermaster. The latter distributed handbills and posters throughout the district and among such persons anywhere as might be likely to offer horses. Anybody could bring in a horse on any day, have him examined by the troop officers present, and if found satisfactory, the deal was consummated, the seller received his check and went his way rejoicing. Usually each horse was ridden by one or more of the officers. Often a horse was kept a few days under observation before a decision was arrived at. The department commander, having in view the prevailing prices of the locality, prescribed the average price.

The prices paid were the lowest obtainable. Middlemen or contractors did not get the large profits which they do under the present system. The owner of a salable horse did not have to go to the contractor in order to get the horses presented for examination.

We got the pick of all the saddle horses of that section, and our regiment was better mounted in those days than it has ever been since. Every captain was satisfied with his horses, they being largely of his own selection. Lieutenants were taught the points of a horse, and learned how to inspect and to know a good horse when they saw one.

Who more likely to do well by the troop than its own officers? And on whom could censure, if merited, be more promptly visited, or how could responsibility be more surely placed?

Along in the early '80's it was the practice in some military departments to appoint a board of officers from the regiment requiring horses. These officers were sent into localities where suitable horses were obtainable, and they inspected and bought the horses. These purchases were made in open market at best obtainable rates, subject to the restriction that a certain average price should not be exceeded; in other words, they could pay what each horse was worth, and were given a certain amount of money to buy the authorized number of horses.

These were good business methods and gave good results, and were satisfactory to the cavalry, but it seems that these methods were objected to by the Quartermaster's Department. Practically the business of supplying horses for the cavalry was taken out of the hands of the staff department, and we find that department taking steps to have the law changed about 1886 so as to direct that all horses be purchased by contract, after competition duly invited by the Quartermaster's Department, and an inspection by that department. This was the severest blow from which our cavalry service has suffered. Thus was the business taken out of the hands of those fitted by professional knowledge and life-long experience to manage it, and given exclusively into the hands of a bureau, the members of which are permanently separated from the cavalry service, and as a result are not likely to understand or care much about its needs, and who are responsible to no cavalry commander, nor in fact to any commander of troops.

As a result of this contract system we have seen, in 1888, stockmen of small holdings at the mercy of the speculator who had secured a large horse contract. They had good horses, and were anxious to avail themselves of the government market, but could not offer their horses direct to the representatives of the cavalry who had come into their neighborhood with the contractor.

Assuming that the latter was receiving from the government about \$120.00 per horse, these officers were nevertheless powerless to get horses worth that sum. They had to take a lower grade of horses, for which the contractor paid about \$80.00 each. These horses, perhaps, technically filled the bare requirements of the contract; but under the system of purchase in open market, we could have secured a far better lot of horses, paying the owner, not the speculator, say \$120.00 for a horse *worth that sum*.

The government, in many instances, was thus put to a direct loss of about \$40.00 per horse. These horses were bought under orders from department headquarters, and inspected by a field officer of the regiment, assisted by the regimental quartermaster and the veterinary surgeon. Thus the regiment was at least represented by agents who were identified with its interests. But the resistance of these officers to the contractor's persistent efforts to put in inferior horses, kept them many weeks away from their station.

More recently, the plan has come into vogue of having our remount horses bought in a large Eastern city, by a depot quartermaster, acting under orders from the Quartermaster General's office, without, it would appear, any advice or meddling from regimental officers, and outside of the control of any military commander. The records of these horses show, not only the purchase, but the inspection, made by one officer of the Quartermaster's Department. Presumably this officer was "assisted" in the inspection by a civilian "expert," so called. Here we have a system which operates to deprive cavalry officers of any voice in a vital matter, upon which depends the efficiency and usefulness of their arm of the service, carried to its logical and extreme conclusion.

As has been said by a cavalry officer with a war record: "This is a reversion to the methods of the first days of the Rebellion, which filled the government corrals with thousands of worthless animals, and which resulted finally in the establishment of the Cavalry Bureau, by which means the inspection of the horses was placed in the hands of cavalry officers. The improvement in the character of the remounts which immediately followed is a noteworthy fact in the history of the Civil War. The feeling that cavalry officers are unduly particular in making inspection, and that cavalry boards are obstructive to the rapid transaction of business, has frequently found expression in the utterances of officers of the Quartermaster's Department, and it is believed that their preference for inspection by their own methods is largely based upon the apparent diminution of labor and trouble in procuring horses. There is but slight doubt that as long as this system of purchase is retained, business can be conducted more smoothly, and with less trouble to the Quartermaster's Department, through the means of a citizen inspector than by a board of cavalry officers." [HARRIS.]

This law (of 1886-7) has been in operation long enough to have afforded us a fair test of its practical workings. It is believed cavalry officers are practically unanimous in denouncing it. That law

has fostered a system of supply which does not supply. Here we have a troop of cavalry (enlisted strength, fifty-nine) with but thirty-eight serviceable horses. The number of really good saddle horses can be counted on one's fingers. A scout of twenty days showed the majority not fitted for serious work; a dozen were left by the wayside. Others made their rider's life a burden. The pride of a cavalryman is taken out of him when compelled to ride these plugs. The recruit loses heart for soldiering when he finds what sort of a charger has been assigned him. The faults, the defects of these horses are varied but numerous, and need not be described here. They are found generally among horses procured by such methods, and other writers have done full justice to the subject.

It may be said that "it is the duty of the inspectors to prevent this by refusing to accept horses of inferior quality." Let us examine the specifications, *e. g.*, "Horses to be suitable in every respect for the cavalry service." This is a glittering generality, not in any proper sense a specification. Only a perfect horse would be "suitable in every respect," and we cannot get perfect horses. The expression might be held to comprise well trained horses; but farmers and stockmen do not raise either recruits or horses with a military training, as a rule. This requirement cannot be enforced, and should have no place in the specifications. By demanding too much it deters from bidding men who are not familiar with government methods. The experienced government contractor knows that such a requirement is impracticable, and he pays no attention to it. He knows that the inspector must relax, that it is absurd to demand perfection in a horse. It would seem, by the way, that the proposed change in the specification so as to read, "Without blemish or defect," is open to a like objection. Any specification that cannot be rigidly insisted upon, opens wide the door for laxity of inspection.

Moreover, an inspector who makes himself disagreeable, or who, for instance, rejects nine out of every ten horses presented, is liable to find himself suddenly relieved. The contractor will complain that he cannot furnish such extraordinary horses. The Quartermaster's Department will tire of the delays and complainings.

Before proceeding to the third stage of this discussion, which has in view the suggestion of the establishment of a regimental depot for the procuring and training of horses and recruits, the writer deems it advisable to fortify the position he holds, to intrench the ground on which he stands. Lest it might seem presumptuous and ill-advised for one of the writer's rank to recommend what may seem

radical changes in administrative methods, we will endeavor to show by quotations from the writings of high authorities, and from the opinions of officers of high standing and ability, that the principles which we apply to this problem are not new, but have been drawn from recognized, standard sources of information; that the efficacy of the present system of supplying horses has been questioned by one of the chief advisers of the Secretary of War; and that changes in the direction we propose have been vigorously urged ever since the adoption of that law of 1886.

We quote now from Buxton's text-book on "Military Administration": "The more administration is made a regimental concern, the better. Once make it the business of regimental officers to attend to these things, and you will see the activity with which they will work for the good of their own regiment, and for that of the service itself. What is needed is a system under which officers may grow in knowledge and self-reliance, instead of one so witheringly chilly as to nip their zeal and narrow their views. And we may be allowed to believe that with regimental officers thus educated in regimental administration, we could always find a certain stock fitted to carry out larger administrative duties. * * * The army must be in a poor plight indeed which could not supply the necessary administrative officers for field service when a campaign was imminent. * * * We contend that it is a dangerous thing to create monopolies of certain kinds of military knowledge, by trusting the practice of such knowledge to specialists."

All officers who may rise to important commands should have practical experience in staff duties. But if the present much vaunted processes of consolidation go on, and the tendency to centralize all administration continues, and only the members of non-combatant corps become experienced in matters of supply in time of peace, how can officers of the line acquire administrative experience without leaving their regiment and going into a staff corps?

We quote again from Buxton: "The announcement that a good officer has resigned his combatant commission must be as painful to him as it is saddening to others. It is the death-knell to legitimate ambition of the best kind. As a substitute for hopes now flown forever, his mind must, almost necessarily, betake itself to magnifying the importance of the special duties to which he finds himself relegated, and thus closed departments have a tendency to self-assertion and to indifference towards one another, whereas the good of the army can only be secured by a thoroughly harmonious

working of all its parts. The more administration can be made a regimental business, the stronger will be the organization."

Lieutenant-Colonel J. G. C. LEE, of the Quartermaster's Department, in an article published in a service journal a year ago, has ably and it seems to us, conclusively shown the necessity for reforms in the administration of that department in the direction of decentralization. I have already cited some of his statements. I cannot omit his remark that "any system must be imperfect which all agree must be largely abandoned with the firing of the first hostile gun."

The Inspector-General's Department, from the nature of the duties of its officers, must come into possession of accurate information as to the condition and needs of the service. We find the following in the last annual report: "The system under which horses are supplied has received a fair trial, and has been more than once questioned, if not condemned. Various suggestions have been made, but the only practical system, it is believed, is to establish remount depots, whether regimentally, like the recruiting system, or otherwise. The horse should be well bred, and might be two or three years of age when sent to depot, where they should be as carefully instructed as our recruits are."

Major W. P. HALL, now of the Adjutant-General's Department, and on duty in Washington, has written the following: "We must have the proper material to begin with. This is not furnished, and the fault is with the head of the bureau making the purchase, which lets the contract for furnishing cavalry horses to the lowest bidder. This results in our mounts being supplied from a class of horses known in the market as "plugs." Occasionally a good saddle animal will be obtained, and as a rule each troop of cavalry has two or three, and sometimes four or five decent saddle horses. The average "plugs" now purchased for the cavalry last from three to four years, and rarely becomes fit to ride. The very few good saddle horses which drift into the service last ten or fifteen years, and are then sold with many regrets. * * * When it is considered that this matter has been represented time and again during the last quarter of a century, by officers who have made a life study of our cavalry service, it would certainly seem a matter of surprise that a sensible method has not been adopted in so important a matter as furnishing remounts for our cavalry. This trouble is not, as we have before stated, in the assistant-quartermasters or the cavalry officers making the purchase, but is in the head of our bureau system of supplies. These heads are, as a rule, appointed from officers who have been the longest absent from any

contact or touch with the line, and as a result know and care least about its requirements, and they are responsible to no one taking any interest in cavalry horses. We believe a former Quartermaster-General is responsible for the present system of buying cavalry horses by contract to the lowest bidder."

In the English service the purchase of remount horses is performed regimentally; and the British cavalry is splendidly mounted.

In the French army the remount regulations are framed with a view of obtaining a thorough exploration of the horse-breeding districts by the board of officers which buy in each district, and the importance of buying at *first hand* from breeders or owners is particularly dwelt upon, with the necessity of avoiding all transactions with dealers or middle men.

Major HARRIS, retired (formerly captain First Cavalry), in 1888 pointed out what he termed "some of the defects of the present deplorable system," and offered the following suggestions: "First, the abolishment of the contract system of purchase, with its inspections by citizens; and second, the establishment of an invariable system of purchase in open market by boards of cavalry officers. The amount appropriated by Congress for cavalry remounts should be apportioned by the General of the Army among the several regiments according to the needs of the service. The disbursements of the several sums should be made by the regimental quartermasters under the direction of the colonels of regiments, who should designate the officers for the Board of Inspectors, which should be a permanent body in each regiment, composed of the veterinary surgeon and a suitable number of officers. The horses should, as far as practicable, be bought at the headquarters or principal station of the regiment, or as close as possible thereto. * * * The rivalry between the regiments would cause the commanding officer to exercise close supervision to see that the amount allotted to his regiment was expended to the best advantage, to the end that his regiment should not suffer in comparison with others as to the character of its mounts."

To the foregoing suggestions of Major HARRIS I beg to offer the following remarks and amendments:

First. The system would not be found applicable, in some respects, to a condition of war.

Second. From the annual appropriation a reserve should be set aside and held until toward the end of the fiscal year, to provide for emergencies.

Third. The regimental headquarters is often moved about, and

is not always in an accessible station to which breeders could bring their animals for sale.

Fourth. There are manifest advantages in having a fixed, not movable, place of purchase, in a locality where suitable horses are raised in sufficient numbers. Such permanence of place of purchase will develop and encourage reliability of source of supply.

Fifth. It is now practicable to have for the regimental depot for recruits and horses a permanent location in a district where the men and animals are readily obtainable, and where they can pass through a period of probation and training before being sent forward to the regiment, whether the latter be in campaign or at rest.

The regimental system of recruiting has been successfully established for the First Cavalry, and is managed under the direction of the colonel. It has been pointed out that this method of recruiting, as at present conducted, is open to the serious objection that it would not do, in time of war or active campaign, to forward to the regiment in the field these raw recruits, without previous training or equipment. To remedy this, there should be established in the center of the regimental recruiting district, in other words at Des Moines, Iowa, not merely a recruiting office, but a regimental depot where the men can receive clothing, equipment and training.

There should be constructed a station for a cavalry squadron, to be known as the "Depot Squadron of the First Cavalry," with model stables, riding hall and gymnasium, and all of the buildings and improvements now considered essential for a post of not less than two troops of cavalry.

The combination of the recruiting station with a remount depot is easy and natural, and the advantages are obvious. The writer knows that suitable material is there obtainable from which to train our chargers and troopers. Our blacksmiths, farriers, saddlers and horse-breakers can be taught there, if not obtained ready-made.

In time of emergency, when it may be desired to bring our squadrons up to war strength, we should have a reserve to draw upon. Men who have received a cavalry training should be immediately available. The absence of such a reserve has been one of our weak points. Under our regimental system these reserve men will be found in our regimental recruiting district, where there will be residing many men engaged in civil pursuits, who will have served three years in the First Cavalry.

Suppose that, in one of those sacrifices pretty certain to be demanded of cavalry in our next great war, a squadron is wiped out of existence in an hour; or that our regiment meets with the sudden

loss by death, capture and casualties of several hundred men. Our regimental depot will be equal to the task of filling the depleted ranks; and it will be done promptly and in a satisfactory manner. It will not be necessary to hastily recruit among the slums of a great city and forward such raw, undesirable material direct to the regiment as has been done after some of the disastrous affairs that have occurred in our past history. In the outburst of patriotism which such an occasion evokes, these reserve men would even bring with them to the depot their own mounts, if need be.

Our regimental depot will interpose at once a buffer and a safety-valve between the squadrons at the front (or on the frontier) and the influx of green material (men and horses) from our district of supply.

For the scattered companies at our frontier stations, it is annoying and unsatisfactory to have one or two recruits come straggling along in the course of each month of the year, absolutely ignorant of anything military, and without any idea of military training. In time of active campaign it would not do at all. It is well-nigh impracticable to give good military instruction to a squad that does not comprise a set of fours.

Nor should new horses be shipped over a thousand miles, as they are now, before they have been subjected to the test of a few months' use and observation at depot of purchase. It would be better if they could be bought at the age of about three years, and given a military training at depot, instead of buying them after they have been given an unmilitary training.

There should be, both for horses and recruits, a weeding out or sifting process before they are sent to the front. The most conscientious and painstaking recruiting officer will occasionally make a serious mistake, or be deceived, and horses that pass the most rigid inspection at time of purchase may turn out to be unsatisfactory for cavalry purposes.

Defects and unsuitability, and inability to stand military training, or a failure to develop any capacity for improvement in the direction of military usefulness would be discovered during the period of probation and discipline at the depot. The course of training would be uniform for the regiment instead of different for each company, and it could be given under more favorable conditions.

The strength of this depot squadron (the number of soldiers and horses kept at this station) would be variable. The aggregate numerical strength of the regiment being fixed by the War Depart-

ment, and the existing law requiring that the number of horses shall not exceed the number of enlisted men, this depot squadron furnishes the safety valve for a flexible regimental administration.

The *cadre*, or framework, the officers and non-commissioned officers, would have to be selected with reference to special fitness for the work of the depot. The details of the depot and of its management can be worked out by those most concerned, after it shall be authorized. The necessary legislation will not, it is believed, be difficult to obtain.

CONVERSATIONS ON CAVALRY; BY PRINCE KRAFT ZU
HOHENLOHE-INGELFINGEN.

TRANSLATED FROM THE GERMAN,
BY LIEUTENANT CARL REICHMANN, NINTH INFANTRY, U. S. ARMY.

TWELFTH CONVERSATION, (APRIL 4, 1886)—OF THE TRAINING OF THE RECRUITS.

H. After what you have told me of your principles of remount training I can well imagine how you want the training of recruits handled. I think it is your wish to have every recruit make a certain progress in riding before you combine them in squads.

S. If that were possible, I should consider it the best way, for the riding instructors, even troop commanders themselves, sin much by slighting the fundamental principles of riding, particularly the acquirement of a good seat during the period of recruit training, and by not making the young riders firm in the seat from the beginning. The rider with a loose seat seeks support in the bridle during rapid motion, and thus injures the horse's mouth. He not only fails to retain control of the horse, but diminishes the amount of food taken by it, since, with the pain in its mouth, it cannot chew hard fodder. You may observe that during the maneuvers.

H. In war, when horses cannot be spared, it must end in their death.

S. Then so many sabers are absent from before the enemy. FREDERICK THE GREAT said: "*Soignez les détails, ils sont le premier pas pour la victoire.*"

H. The truth of these words of the King was no doubt confirmed by his experience in the Seven Years' War. His cavalry, unsurpassed to this day, and trained in detail by peace exercises, performed magnificent deeds in the first campaign. These deeds, however, diminished in number as the war continued, though the tried leaders remained. The reason was that men and horses so thoroughly trained in detail, perished.

S. And the war left no time for similar detailed training of the

recruits. One of the King's first cares after the termination of the war was to resume the training of the cavalry in detail. He gave inspectors to the cavalry, and said: "*J'ai introduit des inspecteurs dans la cavalerie pour égaliser les régiments, pour voir les troupes plus souvent et tenir la main à l'exécution de mes ordres. Il est vrai qu'il y a de bons genereaux et de bons chefs de régiments, mais il n'est pas plus facile de choisir quatre inspecteurs rigides que tant de chefs qui, pouvant avoir d'ailleurs de la valeur et de bonnes qualités, n'ont pas celle de maintenir l'ordre.*" You see the Great King sought a guarantee for the success of the cavalry, not only in good leading in battle, but also in detailed instruction.

H. If I understand you right, you would like to see EDELS-HEIM's method of beginning the recruit training introduced in our service, each recruit being separately taken on the longe and confirmed in his seat at all gaits with hands crossed behind the back, before putting a rein in his hands.

S. It certainly would be the best way if, as I said once before, we had a sufficient number of instructors, and more particularly, men who know how to handle longe and whip.

H. We have to train each year twenty-eight to thirty-four recruits per squadron, if you will permit me to base my calculation on the figures we agreed on the last time, namely, three four-year-volunteers and twenty-five three-year men, or one four-year volunteer and thirty-three three-year men.

S. Allow, in addition, one one-year volunteer, also some loss from the number of privates through promotion of four-year volunteers to non-commissioned officers, through disability, etc. This loss must be made good by additional recruits to keep up the full complement. The squadron thus may easily have thirty-six or forty recruits.

H. To take five recruits per day in riding, one after the other, is about as much as one instructor can do.

S. Let him take nine men, three squads of three men each, who alternate on the horse during the same hour; at the beginning of the recruit training the instructor would thus give instruction during three or four hours per day, which is entirely practicable. We used to need four or five recruit instructors. Suppose we had them in the squadron, each instructor would still need two assistants for longe and whip, and each squadron would need eight or ten men who understand riding; that number cannot be spared every day for three or four hours, because the breaking of remounts and training of the squadron have to go on at the same time.

H. EDELSHEIM, I understand, has three recruits instructed at the same time. One rides, the other two handle longe and whip under the instructor's orders.

S. The only weak point in this system of instruction is, that such expedients have to be resorted to. Longe and whip are difficult to manage properly; such men alone as understand riding can do it. In the hands of recruits they may do much evil to man and horse.

H. How would you go to work to impart to the recruit a correct seat and to confirm it, before entrusting him with the reins?

S. In view of the great number of recruits which join the squadron at the same time, we are unable to make the rate of progress of the training dependent on the capacity of the individual, as we do with remounts; all the less as the recruits must all, by spring, be "done" to such an extent that they may be placed in ranks as combatants.

H. Here we are bound as to time. Nothing remains therefore but to carry on the instruction in riding at the beginning "*en bloc*." Attention should at this time chiefly be paid to the seat. The riding instructions contain detailed regulations on pages 34 to 37 how to do it.

S. These excellent instructions are, in most cases, not properly observed. It is expressly stated, that at first attention should be given to the seat alone, that distances need not be observed, that horses will, from habit, go one behind the other and need not be led. I ask you, in how many squadrons is this strictly observed? Is everywhere as much stress laid on mounted gymnastics as required by the instructions? Are those gymnastics used everywhere to confirm the seat at a halt, walk and trot, before the management of the reins is taught?

H. There is altogether too little attention paid to gymnastics in the cavalry. Even dismounted, they are, in most cases, taught merely because they are prescribed, and not as a means of training in order to give the recruit control over his limbs, and impart to him a decent military step.

S. Mounted, they are of equal value for the correct, firm seat, and afterward for the use of thigh and rein without affecting the seat. The time thus exclusively devoted to the exercises on pages 34 to 37 of the riding instructions is, as a rule, shortened too much. You may observe that the recruits are mostly, if not on the first day, then during the first few days, instructed in the management

of the reins, observing distance, or even in volts, when they are as yet wholly incapable of doing any of these things.

H. How would you like to have the recruits, as yet uninstructed in guiding, do the gymnastics mounted at a trot?

S. I put an old rider in the lead, let the recruits trot along behind in the moderate gait and manner prescribed on page 34, the reins knotted together, allow an occasional hold on the mane as against falling off, and make it short. I tell you it goes, and it goes very soon, too.

H. The recruits should then ride the oldest horses, which obey every command, by themselves.

S. That would not be the most correct principle. The recruits should have the best horses in the squadron. Under "best horses" I understand a combination of lively gait and perfect and confirmed training. In this particular many squadrons make mistakes. You may find that the twelve best trained horses under the best riders of the preceding recruit contingent are combined into a kind of model class in hall riding, for the sole purpose of being able to exhibit with one squad neat little tricks at the final inspection in the spring. For warlike efficiency of the whole squadron it is of no value whatsoever. It simply deprives the recruits of the twelve best horses during their first training. Just as the best riders should be put on the youngest remounts, in order that the first beginning of the training of the horse may lay a correct foundation, so the recruits should be put on the best horses. I repeat: "As the rider trains the horse, so the horse will train the rider." On an old stiff plug the beginner cannot experience the correct rider feeling. Though naturally gifted for riding, he will get a wrong conception of the correct rider feeling if mounted on a stiff and torpid horse, and the gift is killed in the germ. The proper selection of a mount for the recruit is of the most potent influence on the entire training of the squadron, and especially on the smartness of the young rider.

H. Do you not fear that these lively horses with fresh gaits will soon recognize the incipient horsemen by their deficiencies, become frisky, throw the riders and make them diffident, a thing against which the riding instructions caution so carefully?

S. I mean to give to the recruits horses with lively gaits, not frisky and ill-behaved horses. It may be that the animals notice during the first few days how little control the riders have over them. There is nothing to prevent the troop commander from having such horses exercised by an old soldier for half an hour preceding the riding lesson. Badly broken horses should not be given

to the recruits. If they are hard-mouthed and go on the forehand as we so frequently see, it renders the training of the young men uncommonly difficult, more particularly so because the hard mouth causes the reins to be held tight and the young rider is misled from the beginning to hold on by the reins. On such animals he cannot learn how to let himself go; on the contrary, he will stiffen himself and use force with the reins, which is one of the greatest faults in riding. The correct seat is the first consideration; it is the touchstone of all riding.

H. The first part of the riding instructions says the same thing; in fact, begins with it.

S. Certainly; yet its observance is not sufficiently general. A most excellent treatise on riding in the artillery by HUBE has recently appeared ("The Uniform Training of Field Artillery in Riding and Driving." Berlin, 1885. Voss). The author very correctly states that a correct seat is the first requirement.

H. He points out that in all lessons the instruction begins with a description of the aids by rein followed by those of thigh, and that that fact misleads most riding instructors to consider the aids by rein as the first requisite. If the pupil is constantly talked to about reins in the first place, he will use them chiefly and fret the horse.

S. That is because most riding instructors rattle off their instructions during the lesson without thinking, stick to the letter instead of grasping the meaning. The riding instructions describe all the aids, but do not give the order in which they should be taught.

H. Where the riding instructions speak of the order, they invariably begin with the seat. Thus in the section on the first riding of the recruit.

S. That section, as I have stated before, is rarely accorded the requisite attention. The seat is the first requisite. Riding means mastering the horse on which you sit. Whoever wishes to play the master should not be insecure in his own position. For this reason a correct seat should be imparted to the rider before he is taught anything else. When the rider once sits firmly in his saddle, when he feels at home on horseback, it will not be difficult for him to carry out everything else that is to be imparted to him by subsequent instruction. Without confirmed and steady seat, a calm and intelligent handling of the reins, intelligible to the horse, is as inconceivable as is the control of the horse later on at drill, or the efficient use of arms. Nor can a rider, who did not acquire a correct seat as a recruit, ever break horses properly, since a proper action

of the rider upon the horse, a mutual understanding, is out of the question.

H. That is perfectly plain. If the rider slides about on horse-back, and in order to keep his seat, gives the animal every few moments an unintentional chuck in the mouth with the one or the other rein, the poor beast cannot know which of the reins are meant as such and which are not.

S. Very true; the greatest mistake one can make is to condone the soldier if he seeks for support to his seat in the reins. A frequent, one of the most frequent errors, is to give the stirrup to the recruits too soon, and before they have acquired the firmness of seat, security and balance necessary to enable them to move hands, arms and lower thigh, for the purpose of giving aids according to their own will, and never involuntarily, for the purpose of keeping their seat. The recruit should not be given the stirrups until he has widened sufficiently in the crotch, and learned to turn the thigh, which, in most cases, is too round for riding, in the hip-joint, that it may lie as flat as possible against the horse. Here also there is, as a rule, no distinction made between individuals, and all recruits receive the stirrup on the same day. That is irrational, for it is plain that not all recruits can have the same conformation, and that some require more time to acquire the seat than others. Faults of seat which creep in at the beginning and become confirmed, are very difficult to eradicate. If the recruit does not become sufficiently widened in the crotch he cannot encompass the horse properly, and will never learn how to let himself go; he cannot sit securely without hanging on, unless he encompasses the horse, and must therefore squeeze with upper and lower thigh, and seek for support in the reins. The steadiness, the repose of seat, rests on encircling the horse with the upper thigh, and if the rider will let himself go, the horse will. If the rider stiffens himself, the horse will.

H. If the recruit is not sufficiently widened in the crotch, the bones of his seat will not be placed in the middle—he will thrust them out backward. The support of the upper body in vertical position on the three points, the crotch and the two bones of the seat, is rendered illusory and a free and disengaged seat impossible. For this reason the riding instructions enjoin that care be taken at the beginning that the rider spread his legs as far as possible in the crotch and let them hang naturally. It is also recommended that at a halt he place his hands on the withers, spread the legs at the hip joint, push his seat forward, and then sit down.

S. This elementary procedure is hardly in any squadron sufficiently practiced, for as previously stated, without sufficient width in the crotch, and gripping rendered possible thereby, the man is compelled to hang on, to stiffen himself in order to retain his position. He will then try to accomplish by squeezing what ought to be accomplished by the balance, as it is called. He seeks to gain by sheer force what ought to be merely the result of the seat. If he is given the stirrup before he has eradicated this fault, into which every rider is misled by the fear of falling, he will ever thereafter thrust himself out behind, and stiffen the legs forward, more particularly in rapid paces, and seek more and more for support in the reins; he is systematically made to hang on by the reins.

H. In that case he is sure to constantly fret the horse by false aids of rein, when no aids are called for at all, and make the best horse refractory.

S. I recently saw an instance of that as drastic as it was comical: A regimental commander had the recruits ride before him, and one of them was to jump a ditch. He sat poorly, fretted the horse with the reins so that it naturally refused the ditch. The regimental commander commanded "Halt!" "Reins Loose!" "Hips Steady!" This done, he thundered "Forward!" and at once, without reins, the horse, with its rider, flew over the ditch willingly enough.

H. You can see many such pictures of recruits uneasily sticking at an obstacle and vainly jerking the reins.

S. The reason is that this habit, when once confirmed, can hardly ever be eradicated. Such a recruit will never, in all his life, become an efficient rider. For horse breaking he is even more unfit. He not only jeopardizes his usefulness as a cavalryman, but impairs the efficiency and durability of the horse. Care should therefore be taken from the beginning, that the recruit does not fall into this bad habit. Strict supervision to prevent undue haste in the beginning of the instruction alone will do it. The recruit must ride without reins, or with very loose reins, until his seat is so confirmed that he can ride all gaits without feeling any inclination or necessity to hang on by the reins. He must sit wholly independent of the reins.

H. Does it not require too much time to get the recruits that far?

S. Not if the approved means recommended in the riding instructions is applied. It consists in mounted gymnastics. They impart to the recruit address, confidence, self-reliance and resolution on horseback. He must become so disengaged in his seat, that in moving the arms for instance, both or either of them, in bending

the body toward the ground, or in any direction, in turning the rump, etc., the legs be left wholly unaffected, and continue to hold the horse gently encircled. The same is true of the hand in which the reins are. It must remain steady and unmoved, however forcibly the other arm may be used. The necessity for any mounted man being able to go through these exercises, should be explained to the recruit at the very beginning, and repeated until he has acquired this dexterity.

H. Unless the short period allotted for training makes instruction in the handling of the reins necessary ere this, the recruits will at once be able to handle them without altering the seat, and thus giving unintentional, and therefore wrong, aids.

S. Earlier than this the management of the reins should never be taught. The advantage of this dexterity, of the command over the limbs for the use of arms, and for correct action upon the horse on the part of the rider, is self-evident. Whoever strains his body on horseback, stiffens himself constantly, will never come up to the requirements, will never be a good rider or nimble on horseback. Whoever stiffens himself has no rider feeling, and makes the horses hard-mouthed and numb. But anyone, who has not from the very beginning been made wide in the crotch, who has not been placed deep in the saddle, will and must stiffen himself the moment he rides faster than a walk, as I just proved. The more rapid the motion, the greater is the effect of the seat on the horse. It has often been incomprehensible to me why so many riders who in the rapid gaits brace their legs forward in the stirrups, and drawing in their body, thrust their seat out behind and hang on by the reins hard and fast, do not become aware of their own accord, that it is their own fault—the fault of their seat—when their horses at the long trot or long gallop pull like mad, become unmanageable, and finally run away; for I should think it is plain that when the rider, during the rapid gait, changes his position and suddenly braces himself, it must produce some effect on the horse. The more rapid the gait, the more violent the motion, the more should the rider sit steady and immovable. That holds good for any method of riding. When fretted by the rider on the run, the jockey's horse loses its jump, the soldier's horse its position. When in rapid gaits the rider suddenly takes the jockey's seat, he should not be surprised if the horse loses its natural position and seeks for firm support in the reins. Many riders are surprised at this, and in vain seek a remedy in sharper biting or auxiliary reins, when a steady, reposeful seat would do it.

H. No animal in all creation has to stand such ill-treatment as the horse.

S. And simply because the rider is not firm in the saddle. As long as he is not firm in the saddle, at home on the horse, does not feel secure on the horse, he cannot be considered fit for war, nor can demands be made on him which have for their object some correct action upon the horse on the part of the rider. Practice will make his seat firm, provided he has, in the first place, been put in the saddle correctly. Therefore, I repeat it, and cannot repeat it too often, nothing new should be taken in hand until the recruit has a correct, light and encompassing seat, and has become firm in the saddle.

H. It would seem to me as though of the time allotted to training of the recruits, not enough could be spared for this purpose, for how many things must the man not learn during this period of less than six months.

S. The time must be spared. The recruit once firm in the saddle with a correct seat, everything else he has to learn will be child's play in comparison. I would not give up one second of the time required for it.

H. But you have just stated yourself that the recruit training is regulated by certain limits of time, more so than remount breaking.

S. In the main, yes. But no limit of time should be set to instruction in the fundamental elements of the seat. In most cases too little time is devoted to the first riding, combined with gymnastics; that is, the preparatory exercises mentioned on pages 34 to 37 of the riding instructions, and for which it is expressly laid down, that the recruit shall not begin to ride in the prescribed position and form until he has mastered them. If all due patience be exercised, and nothing new taken in hand until a good result has been obtained, the time so spent is quickly made up by the rapid progress of recruits. Again I point out, that each individuality must be treated separately. This rule is constantly violated, for most squadrons give saddle and stirrup to all recruits on the same day, although it is expressly stated in the riding instructions that the matter should be regulated according to every man's individuality. The instructions say: "After the recruit (not recruits) has acquired an unconstrained, secure seat, by means of the foregoing exercises, he must learn," etc.

H. It requires much patience; not every instructor has it.

S. Any instructor who has to impart dexterity of body and

nimbleness, must have patience. If he has not that patience, he is not fit to be an instructor. Patience is required in remount training; patience in the training of recruits.

H. I have found that many riders contract the habit of stiffening themselves from fear of the vehemence and impatience of the instructor.

S. That adds to the bad habit. The confident man alone can let himself go. Whoever is afraid will stiffen himself—whether afraid of falling off or of the instructor's displeasure. I will not mention actual ill-treatment, which used to be part of the training, but is no longer so in our army. Fear of mere scolding by the instructor suffices to cause stiffening.

H. Or the fear of punishment. I have seen troop commanders order men from the hall into confinement on account of awkward riding.

S. They deserved the arrest themselves. Whoever loses patience in riding may deprive himself in one hour of the fruits of two weeks' work, not only as remount rider, but also as recruit instructor.

H. I presume that you place much value on individual riding of recruits.

S. Individual riding is one of the most important things for all manner of riding, whatever may be the stage of training of man and horse.

H. When should the individual riding of the recruit begin and the training "*en bloc*," as you call it, cease?

S. As soon as the recruit has gained some confidence and firmness on the horse.

H. Even in the period of preparation of which we were speaking just now, and which may last for months before the seat is confirmed?

S. Certainly, even then.

H. How is the soldier to guide the horse, if he has not learned how to hold and manage the reins?

S. Let him ride with very loose reins, and tell him only to pull the right rein when he wants to turn to the right, and the left when he wants to turn to the left, and leave the rest to the horse. In a few days the greater part of the men will be so far advanced that it is no longer necessary to have all the recruits move within the square one in rear of the other, which kills the spirit. They are then combined in small groups depending on the number of men

who are capable of riding at the head and leading the way, and after that each one by himself.

H. What are the others doing meanwhile?

S. They halt, correct their seat, go through exercises at a halt, practice mounting and dismounting, or move at a walk with double rank distance and go through the exercises while in motion.

H. That has the advantage that at the beginning the recruit does not become so much fatigued and "riding throughout the hour" is avoided, on which fact much stress is laid in the riding instructions, for the time of instruction is apportioned among the individuals.

S. That is another of the advantages of individual riding of recruits. The main point, however, is that the instructor can keep his eye better on each man than when the latter rides as one of a group, and that he can correct faults before they become confirmed. Then it becomes of equal importance that the man be early made conscious that riding means mastering, and that the horse must go where he guides it. For these reasons the recruit learns more in the short time allotted to him for individual riding, than if he had been on the go throughout the hour behind the rest of the squad.

H. On the other hand riding in squads cannot be entirely dispensed with, when all the recruits are to be taken in hand singly.

S. No; both should go hand in hand throughout the entire time of the recruit's instruction in riding. In the time of the preparatory exercises, as they are called in the riding instructions, riding in squads serves to render the recruit capable, by steadily increasing lessons, to keep a correctly encompassing seat, and individual riding serves to instruct him in detail and to kill errors of seat in the germ. During the period of the recruit's further training individual riding forms the training proper, and riding in squads with distances merely becomes the proof of the example and means of regulating the rate of the several gaits.

H. I should think that riding in squads within the square with distances must also be a good touch-stone if it be the proof of the example, and that it is therefore not to be entirely rejected at inspection.

S. On the contrary; the inspector should see the riding within the square, with distances to prove the example. Only the inspectors should not be limited to the riding within the square, nor should the whole year be devoted to coaching for riding on the riding square. In that way the aim of the cavalristic training would be missed entirely. Every day, and especially when they have progressed in

the application of the aids by thigh and rein, the men should be given an opportunity to disperse on the most extensive possible ground, and exercise ("*tummeln*") their horses individually. They remain, of course, under observation. This should be kept up after the recruits have been placed in the ranks. Now and then a man should be called up, whom, for one reason or another, the instructor wishes to take in hand. Again, he should call the squad together to inspect the gaits, and convince himself of the precision of the riding. In this manner you will educate men who will be at home in the saddle, and keep your horses fresh.

H. You spoke of riding on an extensive ground, indicating that you mean the recruits to ride in the open; yet you said the last time that the covered hall was for remounts and recruits.

S. Whenever the weather in any way permits, it is more beneficial to recruits and horses, for their training as well as for their health, to ride in the open. When the cold makes the fingers stiff, and the man can no longer feel the reins, when the feet pain from frost, and this pain diverts the attention, when the ground is frozen hard and rough so that horses will go lame on it, riding in the open ceases to be of benefit to the recruits, and then you resort to the hall; but there they should ride exactly as I have just explained for the open.

H. How far do you think the recruit can be gotten in the art of riding proper before he is placed in the ranks in the spring?

S. Not a bit farther than the exercises in the first part of the riding instructions. Artistic side lessons are under no circumstances to be permitted. Lessons on the double trail are entirely to be avoided. The men cannot be sufficiently advanced for them; it would simply result in senseless "*kniebeln*" of the horses, and render them disobedient and dull to the aids. The men should be habituated to leaving the horses alone when they obey. Artistic tricks are not needed for cavalry service. Except closing in, dressing back, and turning short, they do not need anything. We should be content if the men learn how to bring the horses up to, and keep them at the bit. That in itself requires very good horses, and attentive, intelligent men. Nothing else is needed for exercising and controlling their horses. This latter is a requisite for the mounted man's efficiency, otherwise cavalry cannot make a compact charge, nor can the men control their horses for rallying and for the individual combat. The superiority of the cavalry of FREDERICK THE GREAT consisted in this, that every man had learned how to ride, *i. e.*, how to control the horse. The efficient riding of the men made the vehement closed

charge possible which overthrew the opponent. The then manner of charging has been lost, because the men are now too little exercised in practical riding and drill.

H. In this respect your views are diametrically opposed to those of General von SCHMIDT, for he demanded "the further training of the recruit in side paces," and "that they be early taken in hand."

S. If by "early" he means that they be taken in hand before the recruit has learned how to drill with the squadron, his views are, it is true, diametrically opposed not only to my views, based on long practical experience in the service, but also to the first precepts of the riding instructions, which limit the recruit's training previous to his being placed in the ranks, and confine it to the exercises of the first part. Up to that time the recruit instructor has, therefore, no authority to teach side paces. But that is not at all what the General means. He said it when he gave orders for the individual combat, and these orders falling in the months of March, 1873, June, 1872, and July, 1865 and 1873, were therefore given for the period of summer exercises, during which the recruit is in ranks. In the discussion of the selection of remount riders I told you that it was necessary to instruct the recruit selected for the purpose, in the aids and their object, on trained horses. In this I am in accord with the instructions and with SCHMIDT. It is not possible that he should demand that all recruits, even those whose progress in riding has not been satisfactory, should learn the higher lessons of riding; if it should be his intention that in learning the aids the recruits should train their horses over again, I consider him in error, for they can but mistrain them. Do not forget that I mean them to have the best trained, steadiest horses in the whole squadron.

H. I need not ask, since I know from your views formerly expressed, that you consider training in the long gallop and the long continued gallop (drill gallop) as the crown of the instruction in riding, for recruits no less than for remounts.

S. Certainly.

H. And when do you mean to begin with it?

S. It would be very nice, indeed, if I could begin before the weather drives the recruits into the covered hall. There are years—take the winter just past—when we can use large grounds in the open until January, and when recruits and remounts are not consigned to the hall until February and March. In other winters it is different.

H. In no case would recruits be allowed to ride the drill gallop in the covered hall.

S. No more than the remounts, on account of the many corners, particularly in small halls, in which the horses would simply be ridden lame. As soon, however, as spring permits them to go into the open, the drill gallop should be practiced systematically with increasing duration, that the horses may get in good wind, and the recruits learn to feel at home in it.

H. The medium gallop alone should, then, be ridden in the hall?

S. To teach the recruits how to diminish and increase the gait. Instruction how to increase and diminish the gait, in trot too, forms one of the principal means of training, in order to impart to the recruits a correct conception of aids by rein and thigh, and to give them an idea of what is meant when it is required that the horse in position should be light in hand.

H. Does not the volt also form a good means of training, in order to show the recruits the effects of the rein in turning?

S. The prescribed volt of six paces diameter is a severe test for man and horse. It should be required of thoroughly instructed men only. Incorrectly ridden, it is injurious to the horse as well as to the production of the correct rider feeling. Now and then a man will jerk his horse around in an unreasonable and brutal manner, to avoid collision with his rear or front man, and if he is not detected and corrected, he gets an idea that he did the thing right. In most cases the volt is required much too soon in squads and with six paces diameter. It should be done very carefully. When the men are taken in hand singly, larger volts, enlarging and diminishing of the circle, should form the beginning, and it is not until every man by himself can ride them correctly, that the proof of the example should be made as soon as it is possible to ride on a large square in the open.

H. We have, I believe, touched nearly upon everything a recruit is required to learn before he can be placed in ranks for drill. I admit that your demands are not very high, that you have sufficient time to render any haste in the first preparatory exercises for confirming the seat unnecessary.

S. Do not forget that I do not demand much in quantity, but all the more in quality, and that it requires a very skillful division of the time allotted to riding in order to go to work in individual riding as thoroughly as I want it. If, however, you mean to exhaust everything the recruit has to learn before he is fit for the ranks, we have omitted several important matters.

H. And they are?

S. Instruction in and development of the full gallop, riding in

uneven terrain, overcoming obstacles, rallying, and use of arms. The overcoming of obstacles is the keystone of the structure, by means of which confidence in himself and in his horse is instilled in the recruit, without which he cannot possess that intrepidity, that fearlessness, which is indispensable to the cavalryman. It is absolutely necessary that the taking of obstacles be first practiced in individual riding and not in squads. You may frequently observe that the obstacles are taken in squads only, the horses jumping after their leaders in spite of the most awkward aids as does a flock of sheep after the bell wether when the latter is thrown into the pond. It spoils the horse and gives false notions to the recruit. When the man once knows how in medium trot, medium and drill gallop, the horse should go in balance and with light and confident leaning on the bit, and when he begins to feel at home on its' back at all gaits, then let him ride toward the obstacle without rein at a steady but energetic gait, and the horse will jump over without special aids. In the jump he should rather give the horse its head than interfere with it in any way with the reins. Nor should the obstacles be too great in the beginning. When the recruit has recognized that nothing special is required, he will soon gain confidence and enjoy the jump. That is evident from the fact that when permitted to exercise his horse at will, he will often take the obstacles of his own accord. Not before this period may larger obstacles be used. I don't like to see the men take obstacles in squads one in rear of the other with distances. I prefer to lead them across in a swarm with intervals as a preparation for jumping in close formation.

H. In that case the squad will have a formation about like the hunters at the start of the chase.

S. About so, but with this difference, that they strictly observe and retain the same gait, be it trot (300 paces) or gallop (500 paces), and avoid rushing and racing. In the same manner the squad should be frequently instructed in the uneven terrain. The recruit here learns to entrust himself to his horse with confidence, to guide it lightly by the rein, let it choose its own way of overcoming the terrain, and to give it no aid beyond throwing back the upper part of his body when the horse stumbles. He will then become aware how much the horse will do when not interfered with by the rider.

H. The same holds true of climbing.

S. It should likewise be included, and the rider needs to do nothing else beyond shifting his center of gravity forward or back

in climbing up or down hill without changing the middle part of his body, a thing the rider has learned through mounted gymnastics.

H. It also implies that the horses while undergoing breaking as remounts, have learned how to go over the terrain independently in this manner.

S. I again remind you that the recruits are riding the best horses in the squadron, which horses I presume to have learned how to go over the terrain. The greatest perfection of this manner of remount training can, of course, be reached only if the squadron, recruits and remounts, old men and horses, have been trained for several successive years in the manner pointed out by me. It should be aimed at from the beginning, otherwise the greatest warlike efficiency would never be reached.

H. You mentioned rallying as one of the subjects of training.

S. It is one of the most essential requirements of cavalry that it has learned to rally quickly in order to be useful before the enemy, and capable of achieving the highest results. It is an incontrovertible principle, acknowledged by cavalry leaders of all times, that in the cavalry combat a closed reserve should always be kept in hand with which to bring about a decision at the most critical moment. The last reserve must, however, be thrown into the fight, otherwise it would be just as well not to have any. If the squadrons and regiments first thrown into the fight are experienced in rallying quickly, they become, after rallying, the closed body in the leader's hand. If they are not, he is without a reserve. There are other emergencies that are liable to arise, and make quick rallying a matter of importance.

H. You need not prove to me the importance of the ability of the whole squadron to rally quickly. No one disputes it, only I thought it was a subject of practice on the part of the formed squadron, and did not belong to the period of recruit training. You mean to have the recruits practiced in rallying on the sounding of the assembly, as soon as spring weather permits riding in the open.

S. That is far too late. It should be begun on the first day on which the recruit joins the squadron; at first, of course, dismounted. No falling in for drill, no call should be allowed to pass, without practicing the men in assembling quickly and in good order, and in finding the place where each belongs. When the men are so far in individual riding that they may be allowed to exercise ("*tummeln*") their horses by themselves and at will, they should never be assembled in any other way than upon the signal or call of assembly. Now at the trot, then at the drill gallop, with reining in and coming down

to a trot near the place of assembly, again for assembling in closed squad, stirrup to stirrup; another time with intervals; again for riding within the square with distances, the leaders trotting, etc., depending on what is desired to take in hand next. One should be inventive, and vary the exercise a good deal, in order to habituate the men to ride with their heads. It is only in this way that the whole squadron will be able to rally quickly without the men bumping into each other and laming the horses by awkward checking, or rushing into the ranks.

H. As to the use of arms, I believe you will have nothing special to say; at least I know that the two cavalry regiments which once formed part of my command attached proper weight to it and practiced it industriously, so that I was often delighted with their efficiency in this branch, as I mentioned once before.

S. I wish to congratulate every regiment of which that is true. I believe, however, that not a few fall short of what may be accomplished. Our western neighbors have mostly, including past times, been superior to us Germans in this respect. Yet the use of arms is the main thing in the employment of cavalry in battle. What will cavalry accomplish, however well it may ride, if it has learned neither to cut nor thrust, and does not hurt a hair of, or at best gives a few bruises to the enemy whom it has overthrown by the shock? It will simply be cannon and musket fodder. The use of arms in all kinds of situations should be most industriously practiced, not as a mere exhibition for inspection, but also in individual riding and "*tummeln*." It is not necessary that all the men be trained to be fencing masters. It is merely requisite that they cut with the edge and hit the spot aimed at. The saber is a splendid arm which has lost in prestige recently simply because not enough attention is paid to vigorous and sharp cutting. Nor should thrusting be neglected. Here, too, it should be observed that the thrust be vigorous and short, and that the men hit the point aimed at. Tricks are unnecessary here also because beyond the capacity of the great mass. Individual combat should be practiced, not in indicated rounds between Nos. 1 and 2, the old unprofitable scheme, but in the manner pointed out by General von SCHMIDT.

H. Thus it was done in the regiments of which I spoke. The recruits chased each other over the hurdle in the "*jeu de barre*" and each had to learn how to defend the kerchief.

S. I can only repeat that I congratulate the regiment.

H. One more remark. When the recruits finish their training as such and are placed in ranks, somebody must give judgment

whether they have sufficiently progressed, and that is possible only through a final riding inspection, be it made by the general, the colonel, or squadron commander. The recruit instructor himself is not competent to render an objective judgment.

S. Do not talk to me of final riding inspections. I dislike to hear the word mentioned. Immediately I see squad drills according to program, coaching, stencil work, etc. The superiors are the ones to inspect, frequently, very frequently, as much, and when and what they choose. But they should come unexpectedly. They should inspect according to the degree of training of the recruit. If possible, they should be present only during the lessons. Afterward they may let the men ride within the square and then send individuals here and there, over obstacles, across country, to convince themselves that the men control the horses. But they should not look upon the riding hall inspection as the crown of riding.

H. You have said yourself, that the recruits arrive on a certain day and must be fit for the ranks by a certain day in the spring. Somebody must verify whether they are far enough advanced.

S. Such final riding inspections have the additional disadvantage, that they are necessarily held in a superficial manner. According to the regulations established by our highest authority, the regimental commander is responsible for the training in detail. He is to make the final riding inspections, if they are to be made. In order to apply, in his judgment, of the several squadrons the most uniform possible measure, he inspects them as near together in point of time as possible, *i. e.*, the five squadrons on five consecutive days. He thus sees 135 horses five times in five days. If he wants to observe each individual, his attention becomes relaxed, and finally he sees nothing at all. Nothing then remains but to shorten the time allowed for each squad, and give judgment *en bloc*, by allowing thirty or forty minutes to each squad, and letting them work in the square according to program. On the other hand, if he is present with one or two squads each day, and continues to be throughout the winter, he may gain a correct idea of each rider without overdoing it or overfatiguing himself; he can "individualize" and see each horse and rider often enough to form a correct judgment, and interfere by timely advice.

H. That is well and good during the training. Spring is approaching now. The squadron is to be formed, say on May 1st. Who, in your opinion, is to state on April 30th that the recruits are sufficiently advanced? Whoever it may be, he must convince himself and make a final inspection.

S. What of the squadron that is to be formed on May 1st? May not war just as well break out between October 1st and May 1st? Would you like to see the squadron dissolved during seven months and fit for war during five months only? The squadron should constantly remain formed; without the recruits it is simply weaker by forty men than with the recruits. The latter are placed in ranks on a certain date, let us say on May 1st. It would not be rational to place them all in ranks on a fixed day. Many a recruit will be able to drill with the older men by April 20th, others not before May 10th, the laggards still later. I like to have it done this way: the troop commander knows his recruits and sees them every day. He says to-day: "PETER can drill with the squadron from now on; PAUL to-morrow; so may JACK and MIKE," etc.

H. Two or three recruits will finally be left, and if accident will it so, one from each squad if there were three or four squads originally. Is it not a waste of energy to keep up the apparatus of instructors, or the reduced squads combined into one, and do the pupils change instructors? This course would have grave disadvantages and would interfere with the continuity of instruction.

S. Does the recruit cease to be a recruit simply because he rides with the older men in the squadron? Does he not remain a recruit throughout the year? Hence, on account and for the purpose of his instruction, he should have the same instructor throughout the year. The squadron would do well not to drill two or three hours every day. The old riders may take a turn on the square and exercise their horses singly, go through the exercises with arms, etc. The squadron commander should during the first or last half hour of drill take the squadron together for carrying out drill movements wherein those recruits participate who are sufficiently advanced, while the recruit instructor utilizes this time to devote himself specially to the laggards.

H. I think not only the recruits but also the older riders each separately are combined in the squadron in the spring.

S. Unfortunately that practice obtains in most regiments, and that is the very thing to which I object in the management of our service.

H. In what way would you like to see it changed?

S. Of that we will speak the next time in the discussion of the further training of man and horse.

THE U. S. MAGAZINE CARBINE, MODEL 1895.

BY FIRST LIEUTENANT JOHN T. HAINES, FIFTH CAVALRY, U. S. ARMY.

THE new carbine, soon to be manufactured at the Springfield Armory, will differ somewhat from the model originally recommended by the board of ordnance officers in September, 1892. The principal changes are as follows:

First. Its weight has been decreased ten ounces or more, principally from the stock. The stock has been shortened, and is similar in length to that of the old Springfield carbine, instead of being carried up to within a few inches of the muzzle, as in the original model. Two large holes have been bored in the butt, and some wood removed by gouging out the stock under the barrel and between the hand-grooves. This decrease will bring its weight down to within an ounce of that of the Springfield.

Second. The projecting ramrod (similar to that of the rifle) has been done away with, and a jointed one put in the butt. This consists of two parts exactly alike, long enough when screwed together to clean the bore from both ends, but requiring an extra piece attached to these to remove a defective shell or one the extractor has failed to withdraw. The shape of the present cartridge (and chamber) is such that the extractor seldom fails, and defective shells will not be common. In 3,000 rounds fired by me, the extractor has never failed to withdraw the empty shell.

Third. The swivel bar, instead of being on the left of the small of the stock, where it was decidedly in the way, has been moved forward so that it occupies about the same position it did in the Springfield.

Fourth. The safety-lock has been improved, and arranged so as to lock the bolt when the piece is not cocked as well as when it is, thus allowing the carbine to be carried in the boot without danger of the bolt being loosened.

Fifth. The cut-off has been reversed, so that when it is "down," single-loader fire can be used, and when "up," the magazine.

Sixth. The hand-guard has been extended to the rear, so as to cover the forward end of the receiver, and the rivets countersunk so as not to come in contact with the hand.

Seventh. The edges of the barrel at the muzzle have been rounded, as in the old carbine.

Eighth. The projection of the lower band (below the stock), as in the original model, has been done away with, and a band somewhat similar to the old carbine band adopted. There were two bands in the original model, but the upper is no longer necessary with the short stock.

Ninth. The hinge-bar head has been altered, so that it can be easily turned, and the hinge-bar withdrawn, instead of requiring considerable force and risk of breaking, as in the rifle.

Some of the other changes are: the doing away with the securing-stud on the sleeve, removing metal from the guide-rib, and introducing another gas escape in the bolt.

The short stock is adopted tentatively, as it is thought that perhaps the smaller barrel, unsupported by the wood near the muzzle, cannot stand cavalry service without being bent.

It was thought best to give the present pattern of sight a trial, and if found unserviceable on account of the projecting slide, it will be changed.

On account of these changes the new carbines will not be issued quite as soon as expected, but the cavalry, it is thought, will get a much better arm than it would have, had the original model been issued.

PROFESSIONAL NOTES.

TROOP "A," NATIONAL GUARD OF NEW YORK IN THE RECENT BROOKLYN RIOTS.

At the request of the editor of the CAVALRY ASSOCIATION JOURNAL, and believing that the services of Troop "A," N. G. N. Y., in the recent Brooklyn riots will be of interest to the cavalry service at large, I forward, by permission of the Adjutant-General of the State of New York, a copy of the report rendered to the Assistant Adjutant-General of the Second Brigade, N. G. N. Y.:

HEADQUARTERS TROOP "A," PARK AVE. AND 94TH ST.,
NEW YORK, January 30, 1895.

To the Assistant Adjutant-General, Second Brigade, Brooklyn, N. Y.:

SIR:—I have the honor to submit my report: General Orders, Headquarters First Brigade, dated January 20, 1895, received at my house at 7:40 P. M., directing Troop "A" to assemble at the Armory at once and await orders. I immediately proceeded to a telegraph office, and sent 112 telegrams, directing the members to report at Armory immediately, ready for field service, then directed the Commissary-Corporal to get rations for two days, hire a wagon to convey cooking utensils, make arrangements to have breakfast in the Armory very early on the morning of January 21st. Then went to the riding schools, getting fifty horses from DICKELS, forty from the Central Park, thirteen from the Fifth Avenue Academy, which, with private horses, made up the required number; then proceeded to the Armory, and as soon as enough men arrived they were sent for the horses, which were brought to the Fifth Avenue School at Ninety-fourth Street for shelter. The men were constantly coming in, so by midnight there were about eighty present.

January 21st. Breakfast was prepared at Armory, and ready at 3:30 A. M. The command to saddle up was given about 5 A. M., so that when orders were received at 6 A. M. to move, the troop marched with eighty-nine men and horses via Madison to Fifth Avenue to Twenty-third Street, to Twenty-third Street Ferry to Broadway, Brooklyn, and then on to Fulton Street and Tompkins

Avenue, arriving about 8:30 A. M. In a short time fourteen more men and horses joined. Relieved the company of the Thirteenth, which was stationed there; posted mounted sentinels on Fulton Street, and also on Herkimer Street, guarding two large car houses some distance apart in Fulton Street, and also an electric construction company's house and material on Herkimer Street. Quite a large crowd was gathered in the vicinity, so I directed several mounted men to ride up on the different sidewalks and disperse them, which was soon done, and no crowd ever collected again in our neighborhood. At 12:30 P. M. I went to Sumner Avenue on being told that there was trouble; found a small mob had been dispersed by police; marched six miles. The whole troop was put on guard during the first day, platoons of twenty-five men and horses at a time. During the day everybody was kept moving on the streets, so that there was no trouble. At 5 P. M. the first platoon was put on for the night. The kitchen was located in Herkimer Street on arrival, and dinner was ready at 12. We brought provisions and wood from New York. The horses were placed in old car stables on Herkimer Street, except the guard, which were kept saddled standing in Fulton Street entrance, ready for instant service. Stable call at 4 P. M.; supper was served at 5 P. M. Two Swiss gentlemen, JANOT & SHEIDLER, offered two floors of watch factory for men to sleep in, which were artificially heated and made an excellent barrack.

January 22d. Reveille at 6 A. M.; watered and fed horses; breakfasted at 6:30; at 7 guard was changed, the second platoon under Lieutenant HALPIN, marching on for twenty-four hours. Everything had been quiet during the previous night. About 12 M. received orders from brigade headquarters, that there was trouble at Ralph Avenue; sent Lieutenant BADGLEY with all of the second or guard platoon which was not on post, at once to that locality; ordered the third and fourth platoons to saddle up; was informed by a policeman on a Fulton Street car that a crowd had gotten in between Lieutenant BADGLEY and ourselves, and were trying to cut the cable with shears on poles. I at once sent Lieutenant REED with the third platoon to move up Fulton Street, to get in touch with Lieutenant BADGLEY, and to keep the street clear back to Tompkins Avenue. I moved the fourth platoon into the Fulton Street entrance of car stables, and kept them there at stand to horse ready for any emergency. The first platoon was kept ready in the stable proper. The second platoon at Ralph Avenue was relieved by the fourth about 3 P. M., Lieutenant BADGLEY reporting that on his arrival at Ralph Avenue about 1:15 P. M., he found a very large crowd blocking the streets; warned it to disperse, which it did not do, so he ordered his platoon to draw saber, formed line across the street from house to house, and charged the crowd, dispersing it and driving it in all directions. There was no further trouble that day or subsequently at that point. The third and fourth platoons were kept out till dark and then drawn in. During the evening one of the sentinels, S. ROWE BRADLEY, Jr., ordered a drunken man to move on; he

made some insolent reply. BRADLEY jumped off his horse, had him by the collar in an instant, and started with his prisoner to the guard house, when a crowd of about fifty roughs ran out of a saloon to rescue him, when the three mounted sentinels in the street, at a sign from the corporal of the guard, started after them with drawn sabers, and most effectually drove them out of the neighborhood. The prisoner was brought to the guard house and turned over to the police, who had been telephoned to come after him. A telegraph wire was put into the troop's office, thereby connecting me with brigade headquarters. During the evening received orders to send out detachments the next day to guard construction parties and wagons and line repairing parties and wagons. Marched during the day about twenty-five miles.

January 23d. The detachments ordered out, had breakfast, fed and watered horses at 5 A. M., and moved out at 6 A. M., guarding wagons of track clearers. The one under Sergeant JACOBUS returned at 8 A. M.; traveled seven miles. Another detachment under Lieutenant BADGLEY went out at 8 A. M., going to Hanson Place to Flatbush Avenue, to Third Avenue, to Fifty-eighth Street, guarding working party clearing tracks, superintendent representing that a long distance of track was seriously obstructed, and that the neighborhood was a bad one. This detachment returned at 11 A. M.; cleared all obstruction. Quite a rough mob gathered at Fifty-first Street and Third Avenue, and were inclined to interfere with the workmen. The officer in command, Lieutenant BADGLEY, ordered them to move, which they were inclined to resent, so he put his horse into the crowd followed by his troopers; five or six toughs fell down a steep bank getting out of the way, and the remainder ran off through a vacant lot and gave no further trouble. The party traveled about fifteen miles. Cars ran on the Fulton Street line after 10 A. M. regularly, and more people were using them, and quite a number of ladies who seemed to have gotten over their fear. Horses and men are in excellent condition. Informed brigade headquarters that there was no objection to continuing same work next day.

January 24th. All quiet during the night. Sent out two detachments at 6 A. M. with linemen and track clearers. Cars running on Fulton Street since 7:30 A. M. At 8:50 A. M. one detachment under Sergeant WILLIAMS returned with repairers, found line cut in two or three places; repairs were made. Distance traveled, eight miles, going to Alabama Avenue and elsewhere; no crowds. Second detachment under Lieutenant BRIDGMAN returned at 9:07 A. M., having traveled large part of Brooklyn to Navy Street, to Court House, to junction of Manhattan and Nassau Avenues; found a few switches frozen; no obstructions anywhere; no crowds; no demonstrations of any kind; traveled ten or twelve miles. Sergeant WILLIAMS and detachment went out with linemen at 1:30 P. M.; returned at 4:45 P. M.; went to Tompkins Avenue and Flushing Avenue; found quite a crowd which they kept moving; no trouble at Broadway and Sumpter Avenue; found wire cut in two places;

repairs were made; found two cuts on Fulton Street at Hopkins Avenue and Stone Avenue; a small crowd gathered at Stone Avenue; it was kept moving; no trouble; detachment traveled about twelve miles. Another detachment of twelve men under Lieutenant BRIDGMAN went about 1 P. M. with track clearers to open up Tompkins Avenue and Flushing Avenue; returned at 4:08 P. M. Lieutenant BRIDGMAN reported that he marched with obstruction clearing wagons and men to Flatbush Avenue, and so on towards Green Point Avenue; found no obstructions on the track, but switches were frozen, water having been poured on. At the corner of Green Point Avenue and Kent Street a crowd of about two thousand formed in the rear of repair wagon and escort, and made threats and threw stones. Lieutenant BRIDGMAN formed his detachment in line, faced towards the crowd, drew saber and moved towards the crowd at a walk, crowd falling back slowly. The Lieutenant then rode alone to the crowd, and said: "I give you fair warning to stop throwing stones and to disperse, and if you do not I will charge you, and somebody will get hurt." The crowd dispersed, going into houses, down streets, etc., giving no further trouble. The work was continued, and when the detachment returned, found the same crowd, but no disturbance was made. The detachment traveled in all about twenty miles. About 4 P. M. a man placed a barrel of ashes on track on Fulton Street; he was seen by Trooper THORNE, who had him arrested. Police sent patrol wagon on application by telephone. Trooper THORNE appeared against him later, and a strong case was made against him of placing obstacles on the track, thereby endangering human life. At 5 P. M. a detachment of Lieutenant HALPIN and eight men went out with track clearers, going to Nostrand Avenue and Flatbush Avenue; found a small crowd but plenty of police who kept crowd moving; then went towards penitentiary and some distance into the country; no trouble. Traveled about ten miles. At 8 P. M. small detachment went out with linemen up Fulton Street; repaired wire; small crowd; no trouble; traveled about seven miles. Detachments were also sent out short distances to escort repairers.

January 25th. Reported to brigade headquarters at 8:30 A. M. Two detachments were sent out last night about 9:30 o'clock with repair wagons; repaired the wire in several places; each party traveled about seven miles, making the total distance traveled by the various detachments on the 24th inst. from eighty to one hundred miles. This morning two large detachments were sent out at 6, having breakfasted, fed and watered horses at 5. One under Lieutenant HALPIN returned at 8:30 A. M., having gone with line repairers to Bedford Avenue and North Fourteenth Street on Bushwick Avenue; found wire cut; took an hour to repair it; returned by same walk; no trouble, no crowd; traveled about seven miles. Policeman reported to lieutenant that wire was cut previous night by six men in wagon from Long Island City; two of the party were arrested and found with piece of cut wire. Cars running on that line all of the 24th inst. Another large detachment under Sergeant

COUDERT was sent out about 8:30 A. M. with repair wagons to go to Williamsburg; no trouble; traveled ten miles. At 9:30 A. M. the second party under Sergeant NICHOLS sent out with line repairers, returned; report they went to Columbia Street and cleared half a mile of wire of dead cats and all manner of debris; also went to Myrtle Avenue and Sumner Avenue and put in section of wire; no crowds. At 10 A. M. party went out; returned at 12 M.; went to Knickerbocker Avenue, Grand Avenue and several other places; removed all obstructions; crowds standing around through curiosity more than anything else; no trouble; traveled about fifteen miles. Small detachment under Sergeant KERR also repaired wire at Ralph Avenue; traveled about three miles. Received word about 11 A. M. that Nostrand Avenue Line was to be opened and that crowd was collecting to make trouble. Sent out one platoon under Lieutenant REED, down Fulton Street; another under Sergeant NICHOLS, down Herkimer Street; went myself, dispersing small crowd; kept platoons moving in vicinity for an hour; recalled one and sent one under Lieutenant REED to end of Nostrand Avenue towards penitentiary; no trouble; traveled in all about fifteen miles. At 2 P. M. received the following from brigade headquarters:

"Information just received states that a mob of 1,500 has assembled in Queens county and have captured some thirty motormen and imprisoned them in the engine house at Maspeth at the junction of Flushing Avenue and Grand Street, about four and a half miles from where you are. The Sheriff of Queens county has telephoned to these headquarters for aid. You are hereby directed to proceed with one platoon to above point by the following route: Through Throop Avenue to Flushing Avenue and then to right, thence out Flushing Avenue to Johnson Avenue; at this point await arrival of the Sheriff of Queens county. If he hands you a written order signed by himself as Sheriff, and addressed to General McLEER, requiring your troop to enter Queens county, you will proceed to the engine house just beyond the junction of Flushing Avenue and Grand Street, to aid the civil authorities in suppressing violence. After having released the imprisoned motormen, and having given them safe conduct, you will return to your headquarters, and please report the result of your experience in carrying out these orders.

J. B. FROTHINGHAM,
A. A. G. Second Brigade."

At 2 P. M. telegraphed headquarters that I would go, taking two platoons, leaving two platoons with two officers at headquarters. Left troop headquarters at 2:30 P. M. with two platoons under Lieutenant BADGLEY and Lieutenant REED, and returned at 5:30 P. M., making the following report to brigade headquarters: "In pursuance to orders proceeded to the boundary line of Queens county, reaching there at 3:15 P. M.; had to wait some minutes; finally Under Sheriff came; had no communication; he went into a house, wrote what was required, when I proceeded. Met the Sheriff, who gave me the formal application, which I will forward. Proceeded to the engine house; arrested six men, who were held by some deputies. The crowd consisted of about 150, principally boys and women. Then took the prisoners to car house, when the Sheriff endeavored to secure evidence against them, but failed, so he discharged them. It seems there was a fire out there about 12 M., and the engine company was out, so strikers occupied the house, and when car containing

new motormen came along strikers ran out a hose carriage across the track, boarded car and forced the men to go into the engine house, where they were held for a time, and then allowed to go by ones and twos. By the time the Deputy Sheriff arrived none of the motormen were left, but finding six men in the house, held them until we arrived. I do not think there were more than three or four hundred people there at any time, and many of those were attracted by the fire. The crowd of men dispersed before we arrived. When I went with Sheriff to car house, a detachment of eight men under Corporal GREER was left to guard engine house. Shortly after my departure a crowd of about 150 men collected, and were very ugly, so the Corporal ordered detachment to draw sabers and charge, striking a few, and effectually putting them to rout, falling over each other and getting out of the way, running them off through the fields to some woods. Distance traveled, about twelve miles. About 2 P. M., just before my departure to Maspeth, sent a detachment of Sergeant E. N. NICHOLS and six men to guard linemen; they went to Green Point, to Bedford Avenue, and found two blocks of wire down. There was a jam of cars and a large mob of fully 2,000 men, who were very ugly, threw stones, hooted, etc.; they boarded cars and took off the motormen, except the one on the first car, which the detachment prevented. The Sergeant dismounted, went into several of the cars, and compelled the mob to get out, striking a few. The detachment was obliged to ride into the crowd and force them along, using their sabers quite freely in trying to control the ugly crowd, there being only seven troopers against 1,500 or more. One large man, very ugly, was struck by trooper NORTH with his saber on the shoulder, which glanced and took him in the neck, knocking him down. At that moment one of the troopers accidentally dropped his pistol, which this man who was struck rushed for. Trooper NORTH seeing him, charged down on him and cut him with his saber on the cheek. The detachment controlled this mob for fully two hours, while repairs were being made. Sergeant NICHOLS is of the opinion that if the crowd had not been afraid of the troopers, they would have given them a very nasty time. The detachment went to another point and then returned; traveled in all about twelve miles. Two other detachments went out; repaired wire; traveled about six miles. Total distance traveled by detachments to-day, eighty-six miles."

January 26th. During the evening of the 25th inst., a few union linemen tried to beat a non-union man. It was reported at guard room, and Corporal MARCELLUS, with two or three troopers, chased them into a saloon, through the back doors, over fences, through back yards, and finally captured them. Corporal CLELAND rode into the saloon on horseback to assist, if necessary. At 8 A. M., January 26th, detachment that went out with track clearers found a wagon load of stones at Graham Avenue and Meeker Street; found at Nosstrand Avenue and Floyd Street all manner of debris, which they removed; traveled about ten miles. At 12:15 P. M. a crowd reported gathering at New York Avenue and Bergen Avenue; sent a detach-

ment under Corporal BARRY to disperse them; found a detachment of Seventy-first had driven crowd from vicinity of workmen. Detachment saw them some distance off; went there and drove them out of the neighborhood; about 200 in crowd; traveled about six miles. Construction party applied at 7:15 P. M. for an escort, saying they would not go out without troopers; sent a detail under Corporal FICKEN; returned about 9:50 P. M.; repaired wire in several places; live wire hanging in street struck wagon wheel and gave one of the men in wagon very severe shock, he yelling like mad; traveled about twelve miles. Detachments traveled during the day about thirty miles.

January 27th. A large detachment under Sergeant JACOBUS went out about 7 A. M.; returned at 9 A. M.; went to Broadway and Union Avenue; repaired wires; then out Broadway to Fulton Street; made repairs on the way down to Fulton Street to electrical headquarters; then down Nostrand Avenue to penitentiary; no crowds anywhere; cars were running; traveled fifteen miles. At 9:45 A. M. second party, under Lieutenant BADGLEY, that went out at 7, returned; went to Ralph Avenue; on Fulton Street repaired two cuts; no crowds; traveled about six miles, although out about three hours, as the breaks were bad. At 12:40 P. M. detachment went out to Queens county line under Sergeant WILLIAMS; found a few obstructions on track which were removed; but on Meeker Avenue there was not much obstruction; party did not attempt to remove it; a large crowd was gathered in front of Meeker Avenue stables; the detachment dispersed them. Bottles and missiles were thrown from the windows, but on the troopers drawing their pistols and ordering windows closed, they were shut up quickly. The crowd followed detachment to the county line, and when they returned closed in behind, throwing stones, and were very ugly; one set of fours turned and drove them back with their sabers; detachment traveled about fifteen miles. At 6:10 P. M. detachment of ten men under Sergeant HOLLY sent out at 4 P. M. with wire men returned; went to Nassau Avenue; repaired bad break in wires; then to Green Point Avenue near Penny Bridge; removed a car; repaired wire at same point. A crowd of about three hundred was very ugly, throwing stones and so forth, making it necessary to charge with drawn sabers twice, but as they returned the sergeant ordered pistols drawn, but did not cock them; then they charged, dispersed the crowd, and ran them off through the fields; they gave no further trouble. Returned to repair shop; went to Stuyvesant Avenue and Fulton Street; repaired a cut wire; found a large crowd assembled, but not unruly; traveled twelve miles. Another detachment went to Stone Avenue and elsewhere; repaired wires; comparative quiet; no stones thrown; traveled five miles; total distance traveled during the day, sixty-three miles.

January 28th. Detachment went out about 10 A. M., returned at 1:20 P. M.; went to foot of Nassau Street; cleared and removed stones from track; then to Newtown Bridge at foot of Grand Street; made repairs to track; then back through Union Avenue; no crowds

anywhere; traveled about twelve miles. At 1:50 P. M. second detachment went out under Sergeant WILLIAMS; returned, went to Atlantic Avenue Ferry; to Fulton Street Ferry; to Wall Street Ferry; then through Williamsburg to vacant lots; cleared the switches and wires in all directions, Flushing Avenue to Graham Avenue; crowds along the river front, but orderly; no trouble anywhere; traveled about fifteen miles; troop has covered both East and West Brooklyn to day; everybody orderly; no trouble; traveled about twenty-seven miles. Received orders at 3 P. M. to return to New York and report to First Brigade, upon being relieved by police; packed up and left Tompkins Avenue and Fulton Street at 4:27 P. M. and arrived at Armory, Ninety-fourth Street and Park Avenue, at 6:05 P. M., about nine miles, making the total distance during the day thirty-six miles.

In closing the report, I have the honor to call attention to the gallant and meritorious conduct and the most excellent judgment displayed by First Lieutenant OLIVER R. BRIDGMAN in handling his detachment dispersing a large mob at Green Point Avenue and Kent Street on the 24th of January; also to the gallant and meritorious conduct of First Lieutenant HOWARD G. BADGLEY, and the most excellent judgment displayed by him in the handling of his detachment in dispersing a large mob on Fulton Street near Ralph Avenue on the 22d of January, and again on Third Avenue and Fifty-first Street, dispersing a mob on the 23d of January; also to Sergeant E. N. NICHOLS, who, while with a detachment of five men, displayed personal valor by dismounting from his horse, entering cars filled with strikers and driving them out, and also using most excellent judgment in handling his men, holding a mob of about fifteen hundred for over an hour and a half while the repairers were putting the trolley wire in order; this on the 25th of January.

As a great part of the work was detachments in charge of lieutenants, sergeants and corporals, I mention the names of the following in addition to those already mentioned, viz: Second Lieutenant FRANCIS HALPIN, Second Lieutenant LATHAM G. REED, First Sergeant JOHN I. HOLLY, Guidon Sergeant ENOS G. THROOP, Sergeants HENRY W. WILLIAMS, ARTHUR M. JACOBUS, FREDERICK R. COUDERT, jr., Corporals EDWARD I. PATTERSON, JOHN S. CLELAND, HENRY S. KERR, HERBERT BARRY, LOUIS M. GREER, H. EDWARDS FICKEN, Lance Corporals CHARLES F. STONE, jr., M. DE M. MARSELLUS, W. H. TITUS, J. HERBERT CLAIBORN, each of whom performed his duty in the most satisfactory manner, and when in charge of detachments exercised the most excellent judgment, and had a full sense of their responsibility.

The Quartermaster Sergeant, L. V. O'DONOHUE, looked after the stables, forage, and general welfare of the horses in a most praiseworthy manner. The Commissary Corporal, GILFORD HURRY, furnished three hot meals a day; had breakfast for the detachment going out very early, and was ever prompt and efficient, enhancing greatly the comfort of the whole troop. The musicians, artificers and privates performed all their duty in the most willing, cheerful

manner; were ever on the alert and ready to obey orders, thereby reflecting great credit on the troop. The entire troop accepted every discomfort without complaint, behaved in the most gallant manner, and are worthy of the names of true soldiers.

If there are any better soldiers I have never seen them. Out of a membership of 112, every man except one reported for duty some time during the week. The absent man was sick in bed.

The steadfast attention to duty day and night of Sergeant NORRIS and Private BOOTH, First Brigade Signal Corps, and Private HOGAN, "E" Company, Ninth Regiment, acting as telegraph operators at my headquarters, is deserving of the highest praise.

Respectfully,

CHARLES F. ROE,
Captain Troop "A."

EXTRACT FROM ORDERS.

GENERAL ORDER No. 3.

HEADQUARTERS FIRST BRIGADE, N. G. N. Y.,
NEW YORK, February 4, 1895.

The officers and men of Troop "A" were called upon for exceptional efforts, and they deserve special commendation for their efficient and soldierly conduct. By command of

Brigadier-General FITZGERALD.

GENERAL ORDER No. 8.

HEADQUARTERS SECOND BRIGADE, N. G. N. Y.,
BROOKLYN, February 14, 1895.

The Brigadier Commander feels that he cannot speak too highly of the conduct of the troops under such trying circumstances, where all of both brigades did so well. He hesitates to mention particularly any organization, and yet he feels that he but voices the sentiments of all law-abiding citizens when he offers special thanks to Troop "A" of the First Brigade, and its gallant commander, Captain CHAS. F. ROE, for distinguished services during its tour of duty in Brooklyn. By command of

Brigadier-General McLEER.

REMARKS.

It was fully demonstrated that all guard duty, day and night, in service of this kind, should be performed by the trooper mounted, as he is able to cover an extended post, guard a large quantity of property, keep crowds from gathering, and, when occasion requires, can go quickly to the assistance of other posts, leaving his own post temporarily. By this means of doing guard duty, there is always mounted and ready a whole relief. This was found to be of great value several times in the vicinity of the troop headquarters.

As a large portion of the City of Brooklyn had to be covered every day by repair men and wagons, guarded by detachments of cavalry, the efficiency of these detachments was thoroughly demon-

strated. The size of the detachment depended on the condition of the neighborhood to which they were ordered, and varied from eight men to a platoon of twenty-five. Where large and ugly crowds were found throwing stones and missiles of all kinds, endeavoring to prevent repair men from working, the detachment was formed in line from house to house across the street, on sidewalk as well as in street; sabers were drawn; two or three troopers left immediately with repair party, and then the crowd was told to disperse. On failure to do so, the charge was ordered, and the mob was most thoroughly dispersed and driven out of the neighborhood, many falling over each other in their anxiety to get out of the way. The saber was used freely, many being hit over the head, some fainting away. Charges of this nature took place almost daily, and in every case the streets were effectively cleared and the work allowed to go on. After a few days it was only necessary for a detachment of the troop with yellow lining to their overcoat capes to put in an appearance, when the throwing of stones would cease and the crowd disperse of themselves. As an instance of the fear that seemed to be in the minds of the people, two non-union men came to me about 11 o'clock one night and one of them asked for protection and safe conduct to their homes. Two troopers being near, I told them to walk home with these men, when the spokesman said, "Come on, JACK; we are safe now."

In conclusion, it was the opinion of everybody that the mounted men were of more use in handling the mobs than several times their number of dismounted men. Having had experience in the Buffalo riots of 1892, and again in Brooklyn, I am fully convinced where troopers are well drilled, disciplined and fearless horsemen, that the cavalry arm of the service is of the greatest value, not only in dispersing mobs, but in guarding property. In one case at Buffalo, two platoons as a skirmish line protected nearly a mile of track, round houses, warehouses, etc., two other platoons being held in side streets opposite right and left of line as a reserve.

Trooper THORNE, mentioned in the report as arresting a man for throwing ashes on track, received a cheque for one hundred dollars from the railroad company, which he turned over to the troop fund.

CHARLES F. ROE,
Major N. G. N. Y.

OUR NEW CAVALRY BIT.

The remarks upon the cavalry bit, model 1892, in the March number of the *JOURNAL* are opportune, and we should let it be understood that the cavalry has not received what it asked for, a bit which fulfills all the essential requirements of a perfect bit.

The bit has been made on what are considered ideal lines; to give the horse no pain when used to control him, and to reduce the pressure to a minimum; to act, not as an instrument of torture, requiring pulling, jerking and sawing to bring the horse under

the control of the rider. This is what we have been aiming for these many years. The Board, in recommending this model, evidently believed the problem was solved, and there ought to be no reason why our arm should not be thoroughly satisfied.

Let us see, from our standpoint, whether or no these expectations have been realized. The following are my own criticisms, and I venture the assertion they will be upheld by many officers who have used the bit, and observed the working of it :

The bit is too light; looks stubby and short by reason of the unsightly S of the lower branch. One a trifle heavier, the branches flat and broader, the lower branch tapering, giving it the saber bend, would be a far more effective, more serviceable, and by all odds, a more handsome one. The curb strap is practically worthless. It is a matter of mystery why it was considered simply a question of the bit, as if that alone were sufficient. Nothing has been said about the curb strap and its proper attachments. Evidently it was considered unnecessary, supposing, I imagine, that either the old one would suffice, or a good one be supplied. By whom? *Quien sabe.*

It is precisely as if a ship, built on the most perfect lines, according to the latest developments, complete as art and skill could fashion it, were sent to sea with men and armament, with an imperfect rudder, useless to control her motions, rendering her anything but obedient to her helm, helpless for maneuvering, steaming along in her own sweet way, obeying whenever it suited her pleasure, putting her living freight and herself in jeopardy. This may seem an extreme case, to compare a horse and a ship, yet it is an apt illustration, for both are guided by the hand, and unless the creature acts promptly to the means provided for its control, your creature of beauty and symmetry is a delusion and snare. The new bit is an improvement on the old one, but that was what we had a right to expect, and something more. We should have had one, perfect in every way, with all its attachments. We have been disappointed, I am sorry to record.

Using the old curb strap, it is impossible to make it fit in the chin groove, let alone keeping it there when we use the reins, as it will invariably pull up under the jaw, and the hard-mouthed horse will follow his own inclination and give you a fine run, whether you wish it or not. As it stands now, the difference between the old and new bit is that the latter is less severe; the horse's mouth not as liable to injury, but as to holding him or keeping him in control any better, there is no difference; if any, it is in favor of the old bit, which I consider a monstrosity. The new bit falls through, if the curb is in its proper place, and the horse does not take a long time to acquire the habit of tossing the bit over his nose. To get it back the rider must loosen the tension and let it fall back. In the meantime the horse is increasing his gait, leaving and breaking up the ranks, only to repeat the performance at every opportunity. The rider's attention is thus required to prevent this trick, when he should be doing something else. Horses are creatures of habit, and

the moment they learn they can play with the bit, they enjoy the pastime on all occasions.

I have been experimenting with curb straps, but I have failed to find one as satisfactory as the flat, broad, close linked curb chain. I soon discovered that no curb strap of any shape or size, fitted into the upper ring—the only place to put it—was in the slightest degree satisfactory. I then put a right and left hook in the upper rings, made a curb strap of two thicknesses of thin leather, stitched together, with a steel ring in each end (one ring had an extra link) to attach to the hooks. This was a great improvement, yet it would not stay in the groove. It would rise up, but not as much as the one in use. I next tried a round strap, attached in a similar manner, thinking perhaps it would hold better, and not slip up. It was no improvement. I then bought a steel curb chain and hooks, and have used it ever since with entire satisfaction. The steel catches and holds its place. This is given as the result of my trials, and I am convinced nothing else will give the same good results.

The proportions of Dwyer's bit were made for use with a curb chain. If he had used a curb strap, attached to the upper rings without hooks, his bit would not have been proportioned as it was. Each bit should be issued with two hooks, right and left, and a curb chain. It will be more expensive, but we will have the right curb, and both man and horse will be satisfied; otherwise we will get along as best we may. We will hear it stated the cavalry has a model bit, when we know to the contrary. This should not be so, because there is no reason why we should not have the best bit, and not be kept waiting two or three years experimenting, and then get a half instead of the whole loaf. The error mentioned in the length of the upper branch, corrected, would improve the look of the bit, yet would not increase its usefulness with the present curb strap.

J. A. AUGUR,
Captain, Fifth Cavalry, U. S. Army.

THE REVOLVER AS A CAVALRY WEAPON.

Several Eastern newspapers have recently published some extended views on the revolver and its use as a cavalry weapon, by Major WILLIAM P. HALL, Adjutant-General's Department, and General DABNEY H. MAURY has published similar views in the *Richmond Times*.

Both articles are republished without other editorial comment than the simple statement that the younger generation of cavalry officers search history in vain for deeds more successful, or models more worthy of adoption than those portrayed in the records of the Federal cavalry, 1863 to 1865. The men commanded by SHERIDAN, BUFORD, MERRITT, CUSTER, WILSON, STONEMAN, GRIERSON, and other well known cavalry leaders, were armed with carbine, saber and revolver. The regular army has not infrequently been criticised for extreme conservatism in such matters, but as the officers and men

now composing the bulk of the cavalry did not have the benefit of war service, they should be pardoned if they err in clinging to the three arms carried by the cavalry of the Army of the Potomac, which won the admiration of the world upon a hundred fields.

Major HALL says:

"For the purpose of comparing the saber and revolver I take the effective range of the former to be four and one-half feet, and that of the latter ten yards, and will assume that a saber thrust through the body or a hard blow over the head are of equal efficacy to a pistol shot wound. I take it that ten seconds would be required to successfully carve one man and get within saber reach of another. I know that in three and one-half seconds an expert pistol shot can fire with accuracy five shots from a revolver at a distance of over ten yards with horse at a run. There is no reason why a cavalryman should not carry two or even four revolvers, if he knows how to use them; and if he does not know how to handle them I believe him better off without any. With this number of pistols it would be difficult to imagine a case where his fire would become exhausted before he had an opportunity to reload.

"To recapitulate: We have for the maximum range of the saber four and a half feet; the revolver is equally good for thirty feet, with possibilities far beyond that distance. The rapidity of execution with the saber, ten seconds, while that of the revolver is less than one second. Surely the tenacity with which we cling to ancient arms might well make a wise soldier laugh, were not its effects so pernicious as to sometimes make a good soldier weep.

"Some cavalymen claim that if the saber is done away with we are reduced to the grade of mounted infantry; others say that the time for doing good work with cavalry is ended; certainly neither of these classes can have a conception of what a terrible weapon the revolver becomes when in skillful hands. I know of but one instance where its use by a mounted organization has ever been perfected, but the results in this are more than sufficient to establish its supremacy as a cavalry weapon, were we entirely devoid of individual cases in which a high degree of skill had been attained.

"The organization to which I refer was a remnant of QUANTRELL's command, under a leader named BILL ANDERSON, (claiming to belong to the Confederate army), who infested the northern part of Missouri, during the last year of the War of the Rebellion. These men were armed with three or four revolvers each, and at the time to which I refer numbered about fifty. They attacked, upon an open prairie, a command of our mounted troopers, whose numbers I have heard variously estimated at from 200 to 250. ANDERSON's command lost but five or six men, and only eight or ten of the Federal troops escaped with their lives; the others were laid out over the prairie for a distance of four miles and were killed with revolvers. I have been informed, and I believe credibly, by men who belonged to ANDERSON's command, that mounted pistol practice was their principal occupation.

"Fifteen years ago no progress whatever had been made in teaching our cavalry to use the revolver, and their deplorable deficiency in the use of this weapon is but too vividly illustrated in the engagements with mounted Indians. I propose to make particular reference to but one battle. At the close of our late Civil War the reputation of General CUSTER as a cavalry commander was considered by many as second to none of those gallant cavalry officers trained in this most excellent school; he commanded the Seventh Cavalry for some time previous to 1876. Many of his captains had been trained in the same school of experience, and he had time and opportunity to give the Seventh Cavalry the training and discipline suggested by his extended service, and it is certainly fair to suppose that this regiment in 1876 was a very good sample of the United States Cavalry.

"Nearly 300 of these troops under General CUSTER's command were attacked in an open country, where they were expecting an enemy, and according to the best accounts I have been able to obtain, were annihilated in the short space of half an hour. The Indians claim to have lost but thirty-five

killed, and say they crowded in upon the cavalry so as to make the fighting almost hand to hand. The cavalry seems to have been marching by fours or twos, and when attacked on one flank it is presumed they formed, or attempted to form line towards the enemy; the country is so level that the Indians would not have attacked on both flanks at once, for the reason that their fire would have been almost as fatal to one another as it was to the cavalry. Now it would seem to go without saying that in two mounted organizations engaged as these were, the numbers of men on each side actually fighting at one time were approximately equal, with perhaps some advantage in favor of the Indians.

"The mounted Indians have been trained all their lives at this kind of work, and it is needless to say at that period how much the average cavalryman received. The great difficulty incident to training men to manage their horses and handle their arms when mounted only makes the accomplishment the more valuable when attained. We know the road to success in this line is far from being a royal one, and the work and drudgery connected therewith is very great, because it involves what is known as snap-shooting with the revolver. I am thoroughly convinced, however, that 1,000 men trained to use this weapon, mounted, would surpass in efficiency 10,000 cavalry such as we then had, and I furthermore fully believe they would in close quarters be far more than a match for double their number of infantry. Opportunities would occur in which such cavalry could surprise infantry or get amongst them under cover of night, and in such an event, with the power of firing with accuracy five shots in four seconds, and the confidence and courage which a knowledge of this skill would give men, we believe they would easily destroy more than double their number before they could be checked.

"The time seems to have passed when men become very eminent in more than one line, but this very condition of things brings with the surety that an expert in any useful direction is certain to find a demand for his work; and if we propose to make a reputable score as cavalry in the future, I believe we must bend our energies to training our men to ride and shoot when mounted; with this feat once accomplished, there will be a lively demand for our services so long as there are horses to ride and powder to burn.

"Skill in handling the revolver for cavalry purposes necessitates a combination of acquirements in connection with its use, and the growing interest in revolver shooting, which seems to be manifest in civil as well as military circles, leads us to go somewhat into the details of the business, and to repeat many things which have been said before, and which are evident to most pistol shots.

"The difficulties to be overcome in shooting a pistol correctly are directing it properly at the object the instant the trigger is pulled and preventing the pull of the trigger, the blow of the hammer and recoil of the pistol from deranging this direction till after the bullet has left the muzzle. Any one with ordinary nerves if allowed to take deliberate aim—that is, occupy two or three seconds in pointing the pistol after it is raised—can soon become a fair shot by paying close attention to a few points.

"One great trouble to beginners is pulling too much on the right or left side of the trigger, causing the bullet to deviate to the right or left. Another is, flinching the instant the trigger is pulled. Others find they hold the pistol so loosely that the recoil throws the muzzle up before the bullet gets out, causing an upward deviation, while some allow the biceps and triceps to remain so relaxed that the recoil swerves the pistol to the right or left, before the bullet clears the muzzle. An ordinary observer, by giving close attention to these points, noting and correcting the deviations peculiar to himself, will soon become a shot sufficiently skillful to compete, with more or less success, in the pistol matches frequently occurring in different parts of this country.

"This, however, is but the A B C of what is required of cavalymen in handling the revolver. It is what the first position of the feet and left hand, and the holding of the rapier is in acquiring the accomplishments of a master of fence. The next step to be attained in this line is called 'snap shooting,' which is taking the least possible length of time to direct and fire the pistol correctly.

"With the single action Colt's revolver, a dismounted expert should, with one hand, fire five shots in four and one-half seconds with considerable accuracy. This requires the trigger to be pulled with a quick jerk. Let the pupil who has learned snap shooting on foot, mount a horse and put him at full speed, and he will find that the problem assumes a phase, the solution of which becomes a fine art. There is but a fractional part of a second in which the object can be caught, and this must be done, the trigger jerked and the pistol held against all the deranging elements, or his opportunity is lost never to return.

"In this kind of work a fair shot should fire five shots in five seconds. The difficulty in cocking the revolver is added to considerably when the horse is in rapid motion. Our Colt's revolver is as much inferior to some of the double action ones as the old muzzle to the modern breech-loader. It is particularly defective for rapid fire, and it is next to impossible to have a single day's practice with a troop without a number of these revolvers becoming disabled; in fact the defects and shortcomings of our revolver and its ammunition are so numerous, when compared to other revolvers in the market, that it is a marvel how it has been kept in the service so long. The calibre 45 Smith & Wesson is, if anything, a more indifferent weapon than the Colt's.

"The typical cavalry revolver should be calibre 45 or 50, have a four-inch barrel, and be what is known as a double-action pistol; the charge of powder should be small, to prevent too much recoil, and the ball should be large, so as to disable a man as soon as he is hit.

"The best authorities I have been able to consult differ very widely as to the best method for teaching men to become good snap shots mounted.

"We believe the best practice is based on the theory that snap shooting, either on foot or mounted, is only a quick aim, a quick jerk of the trigger, and an almost instantaneous poise of the revolver, so as to allow the bullet to clear the muzzle before the revolver has been acted upon any more than possible by the disturbing elements.

"We begin by teaching thoroughly in the gallery the principles of pointing, aiming and shooting the revolver with a charge of five grains of powder and a round ball, and after five shots have been fired, have the recruit cock and snap his pistol, unloaded, as rapidly as possible for about thirty seconds, cautioning him to hold on the bull's-eye as nearly as possible each time the trigger is pulled, and grasp the pistol tightly. This is excellent training for the muscles of the hand and arm, and teaches the recruit to aim and pull quickly. This, and in fact, all the work connected with snap shooting, is simplified more than fifty per cent, where the cavalry is armed with a good double-action pistol, firing about one-half the powder formerly used in our regulation cartridge.

"We believe the goal to be attained in this revolver practice of cavalry is quick, accurate shooting when the horse is at his highest speed. The idea is to reach the point sought as soon as possible, and leave nothing in your tracks in a shape to rise again.

"General SHERIDAN, in speaking of a French cavalry charge during the Franco-German War, says: 'The French cavalry charged over the German skirmish line, and after they had passed, the skirmishers opened fire on them.'

"A few words upon the method of handling the revolver will bring this paper to a close, with a feeling that we have done but meager justice to a matter of so great importance to the cavalry arm. The position of 'ready' (hold the pistol up at a full cock) is very objectionable, on account of its being awkward, and dangerous to friends. It has a tendency to excite horses, and frequently, when the rider loses his balance, the loaded pistol is brought quickly down, and is sometimes discharged in so doing, at a time when he is least capable of directing its fire. The revolver cannot be fired as rapidly, nor, we believe, as accurately, from the position of 'ready' as when it is raised. A position for 'draw pistol,' which we have found most excellent, is holding the revolver by the stock in the right hand, which rests on top of the thigh, the muzzle of the revolver being about two inches in front of and below the knee. At the command 'Aim!' the object to be hit is looked at; when the

command 'Fire!' is given, the pistol is pointed towards it, and cocked as it is raised, and under no circumstances should it be cocked till in the act of raising it to fire. In pointing at an object, it is more natural to raise the hand than lower it. In firing to the left, the pistol should never be cocked until the muzzle is on the left side of the horse's neck.

"This mechanical work in handling the revolver—that is, training the muscles of the hand to act in concert with the will power—should be persevered in, as it costs little more than the using up of a few inexpensive parts to the revolver.

"In conclusion, I will but add that our regular army is small, the smallest, in proportion to population, on the face of the civilized globe. Our country is the richest, and our captains, subalterns and enlisted men are the best paid. These officers are recruited from the young men of the country, selected on account of and trained with a view of developing their mental and physical excellence, and it would seem to go without saying, that they ought thoroughly to learn how to use the weapons of their service, as it ill becomes one to try and impart knowledge he does not possess.

"In the infantry we believe all, from the captain to the last private, should be a sharpshooter; in the cavalry, all should reach the corresponding excellence with the carbine, and, in addition, the necessary skill with the revolver, to fire, mounted, five shots in a less number of seconds, horse at a run, and to hit the kneeling silhouette four times in five at a distance of ten yards.

"The sword does more damage to the infantry officer who carries it than to anyone else, as that, with the scabbard, gets between his legs and interferes seriously with marching. The sword and saber should be taken from all officers and soldiers and the revolver substituted therefor."

General MAURY's letter says:

"Major HALL, now of the Adjutant-General's office, in Washington, has published an interesting letter in the *Philadelphia Press* and the *Richmond Times* about changes in cavalry arms, advising the discarding of the saber, and advocating the greater power of the revolver as the cavalry weapon.

"He makes his case well and shows that he has given close attention to the subject. It is one which has long been discussed by our cavalry officers.

"Forty years ago the Mounted Rifles, now the Third U. S. Cavalry, practically laid aside the saber, and depended upon the revolver when mounted, and the rifle when dismounted, to fight.

"The introduction of long-range arms was the signal for the conversion of cavalry into mounted riflemen, and for increased attention to pistol and rifle practice.

"Sabers were boxed up and stored away when we went upon a hostile expedition, or were fastened under the left saddle flap.

"In 1854, active pistol practice began in the regiment, and the writer was ordered from Fort McIntosh to Corpus Christi to show the new pistol practice to the commanding general of the Department.

"Taking twenty men and a sergeant (McNALLY) from 'A' Company, and twenty men and Sergeant JOHN GREEN, from 'B' Company, we marched by way of Fort Merrill down to Corpus.

"We halted for one day at Fort Merrill, and upon the request of the commanding officer, Captain GORDON GRANGER, had our drill by the newly devised practice.

"The targets were barrel heads nailed to tent poles (lumber was very scarce in Texas), which were set up in two parallel lines about twelve yards apart. The targets in each line were forty or fifty yards apart.

"The troop was drawn up in a single rank about forty paces from the first targets, and rode successfully at speed along the line of targets, firing to the right or the left, or to the right and left alternately.

"Each trooper, in his turn, drew and cocked his pistol, holding it verti-

cally past his right ear, his right forearm pressed close against his body, and rode at speed down the line of targets firing to the right or left, or to the right and left alternately, as might be ordered.

"He was instructed to fix and hold his eye upon the target until right abreast of it; to drop his pistol to a level from the hip and not attempt to take aim, then to fire quickly, and cock pistol, as before, for the next target.

"In firing to the left he turned his body as squarely as he could when abreast of the target. The men were very fond of this practice, and soon became expert enough to put more than half of their shots into the target. There were twenty men in Troop 'B' who could put five balls out of six into the breast of a man at five paces, at full speed.

"On this occasion two men following each other struck the targets at every shot. The leading man struck the last target in the center, driving the nail and dropping the target, and leaving only the tent pole for his successor, who struck it fairly, and as it quivered under the blow the troops gave him a hearty cheer.

"The garrison of Fort Merrill went to pistol practice next day, and as we returned from Corpus, two weeks later, Captain GRANGER challenged us to shoot against 'F' troop.

"My men were eager to accept the challenge, but I told GRANGER 'we hadn't time,' nor did we wish to risk our reputation in a contest with mere tyros. This practice was quickly taken up by all of the troops of the regiment.

"We then began to develop the single rank drill for mounted riflemen, which was published and adopted for all mounted troops in 1859.

"MCLELLAN after his return from inspecting the cavalry service of European armies, declared our skirmish drill for mounted riflemen superior to any tactics used by them.

"We were repeatedly timed, and when I had the troops in full gallop and the trumpet sounded 'Dismount to fight,' we halted, dismounted, linked horses and were on the line of battle handling rifles in seven seconds. The saber may now be considered an obsolete weapon.

"It requires years of daily practice to make an expert swordsman, in fact, we have never had any in our service.

"Only very ignorant people now carry them; they make noise and show, but, like bayonets, never hurt any enemy.

"I have seen several detachments of so-called cavalry riding at ring and heads. They tried to take the heads at 'right cut,' and recover to tierce point in time to take the ring forty paces distant. They could not do it. As often as not they knocked the rings down with sabers upside down; i. e., curve reversed.

"These same men could become expert with the revolver in a few days practice. Neither FORREST nor any other of our great cavalry commanders ever bore sabers into action.

"In the Franco-Prussian War Germany covered France with her Uhlans, mounted riflemen; while the splendid household cavalry of France, the greatest swordsmen of Europe, the famous swordsmen of the world, were destroyed before they could get within charging distance.

"To be efficient now we must become expert with the rifle and revolver. The uniform should be gray and nothing bright or shiny should be upon the trooper or his equipments.

"When troops dismount to fight, the horses should be secured in their sets of fours by a link-snap, about one foot long, buckled in the halter ring and snapped to the curb ring of the next horse of the set, the reins should be left upon the saddle of the dismounted trooper, being thrown over the pomels. When dismounting to fight, number four remains mounted and immediately leads his horses out of fire.

"Thirty years ago all expertness in horsemanship and marksmanship was with the South. Now it is all the other way; the horsemanship and marksmanship are the most important accomplishments of the soldier.

"A very clever French officer wrote about the cavalry service in Algiers. He showed that the French troops always fought on foot.

"On the introduction of long range rifles the Iomini of LOUIS NAPOLEON declared that henceforth the role of cavalry would be greatly extended; that mounted riflemen would form a great part of all armies. And so it has been; the saber has been superseded by the revolver, and tactics have been directed to securing celerity in dismounting to fight and accuracy of fire.

"Only soldiers of a past generation cling to the 'sword in hand' idea, notably the English cavalry officers like poor NOLAN, and very inexperienced young men whose idea of cavalry service is made up of a prancing horse; an uncomfortable young man ill at ease, in his showy clothes and gaudy, useless trappings."

The French cavalry regiments have received special instruction in the use of the petard de melinite, a species of grenade to be employed for the destruction of railway lines, engines, tenders, telegraph posts, iron gates, the breaking of reservoirs, bridges, and other like purposes.

HORSES AT \$2.00 EACH.

Mr. J. W. HOWARD, one of the wealthiest stock raisers of Eastern Oregon, is in the city on business. Mr. HOWARD says that there are more horses in Eastern Oregon than human inhabitants, and that they are running wild, and in many instances are unclaimed. The horse market is utterly demoralized, according to Mr. HOWARD. Several years ago there was more money in horses than in cattle, but during the last five years a great change has taken place in these conditions. Now there is scarcely any demand whatever for horses, and the breeder in Eastern Oregon has turned his attention to other pursuits. The future of the horse, in consequence of the increasing use of electricity and steam for motive power, is indeed very uncertain.

"I don't know what we are going to do with the horse," he says. "During my recent trip through the mountains I saw thousands running wild as any deer. They usually travel in bands of four or five, and are so thick there is no danger of getting lonely, if you love a horse, as most men do. Some day, I suppose, we will kill them for their meat, the same as we do with cattle. In Europe this is done now, and I'm told the meat is very tender and wholesome. A horse's hide is worth about \$2.00, and it will not be long before we will be killing these intelligent animals for their glossy coats. This is an awful shame, but we are certain to come to it unless some new use is found for these favorite animals."—*Portland Oregonian*.

MAKING PAPER HORSESHOES.

When paper horseshoes were first introduced into the cavalry service of the German army a few years ago, they excited a good deal of interest. Several cavalry horses were first shod with the paper shoes, and the effect observed. It was found that not only

did the lightness and elasticity of the shoe help the horse on the march, making it possible for him to travel faster and further without fatigue than the horse shod with iron, but that the paper shoe had the property of being unaffected by water and other liquids. These new sheets of paper are pressed closely together, one above the other, and rendered impervious to the moisture by the application of oil of turpentine. The sheets are glued together by a sort of paste, composed of turpentine, whiting, gum and linseed oil, and then submitted to a powerful hydraulic pressure. Paper horse-shoes are made by grinding up the paper into a mass, combining it with turpentine, sand, gum, litharge and certain other substances, pressing it, and afterward drying it; but these shoes are less tough and elastic than those made of thin sheets of paper laid one upon another. These shoes are fastened to the horse's feet either by means of nails, or with a kind of glue made of coal tar and caoutchouc.—*New York Herald*.

STATE ROADS.

For the past three years the press of the United States has so thoroughly discussed the different advantages of good roads, and so universally endorsed this reform, that all classes of citizens appreciate the necessity of, and are anxious for, the adoption of such laws as will hasten the construction of State highways.

Massachusetts has from the outset taken the lead in this matter, and the spirit of her Legislature has been shown by making the Highway Commission a permanent one, and by appropriating \$300,000 to be expended, under the immediate supervision of the Commission, in constructing new and rebuilding old roads.

As a result of the popular agitation, the United States recognized the necessity of a move in this direction, and under the "Agricultural Bill" made a special appropriation of \$10,000 to meet the expense of a careful investigation into the condition of roads throughout the country, and for the publication of such information as would assist the people in bettering their highways. The Department of Agriculture has issued a number of bulletins, and it is gratifying to learn that more than a score of States have already passed new road laws, while nearly all the others are planning for the adoption of measures for the promotion of this reform.

Experience has shown that the course pursued by Massachusetts is the one which commends itself most strongly, both to the people at large and to their legal representatives, the various State Legislatures, and it is natural to suppose that if all were familiar with the work here the knowledge would be utilized to bring about similar legislation wherever the method of procedure is still unsettled.

Starting in June, 1892, a temporary commission was appointed to examine into the condition of the roads, and to draft a bill providing for the improvement of the highways of the Commonwealth. The law suggested by the commission was, with some changes, passed

in June, 1893, but before any petitions for construction of State highways were submitted to the General Court, an act was introduced and passed June 20, 1894, increasing the powers of the commission, and permitting the selectmen of any town, or the Mayor and Aldermen of any city, as well as County Commissioners, to petition the Highway Commission for taking roads as State highways. In place of submitting to the Legislature a separate bill for the construction of each road, it was voted that the appropriation be used by the Highway Commission, without further legislation, in building State highways.

The \$300,000 has been pretty evenly divided among fourteen counties. Before deciding which of the many petitions should be granted, an official visit was paid to each locality, and full information as to the value of the proposed improvement collected. While this method has distributed the work in small sections of roads, thus increasing the expense per mile, the advantage to the people at large will be greater, for the reason that each portion of the State highway constructed is intended to be an object lesson to those living near by. County Commissioners and other officials will watch the work as it progresses, and follow out the same lines in building county and other roads which are not intended for State highways.

The plan is to build, section by section, such roads as will connect the great centers of trade, and join with through roads in other States, so that both local and interstate communication will be benefited.

The provisions of the law permit contracts for the construction to be let to municipalities or to private corporations, but the former arrangement is preferred, as it is more effectual in teaching the people the art of road building, and protects the State against cheapening the work by the importation of foreign laborers, an element which is apt to be objectionable.

A resident engineer is appointed by the Commission, and it is his duty to be in attendance, and keep a correct account of all items to be paid for by the State.

Wherever the traffic was of sufficient proportions to warrant it the roads have been broadened. The advantage to owners derived from the construction of the way is, as a rule, so much greater than the injury to them by widening the road that, in a large majority of cases, the town officials have been able to procure releases without any cost.

Thirty-eight sections have been contracted for, and only eight of them are to have a width of eighteen feet of hardened surface, all others being fifteen feet wide. As the primary object is to get length of way, the Commissioners are considering the advisability of building single track roads in the thinly settled districts. These would not be over nine feet wide, with here and there portions of double width as convenient passing points for carriages. A mile and a half of such roads can be built for less than the cost of a mile of fifteen feet width, and the advantage in getting produce to market

is not lessened, provided such construction is confined to localities where the average traffic is from six to eight vehicles an hour.

Progress has been made in the laboratory work on the road building stones of the State. Experiments of this kind are carried on at Harvard University in the Lawrence Scientific School, whose dean, Prof. N. S. SHALER, is a member of the Highway Commission. The chief aim of these inquiries has been to determine the qualities which constitute fitness for road making. This will be of value to the Commission in enabling them to utilize the road material near at hand, and thus lessen the cost of construction. As this phase of the work progresses, maps are made showing the location of all deposits suitable for road building.

A number of towns have already appropriated money to build their streets in the same careful manner as those constructed by the State, and others have purchased road machinery with the intention of extending the work on roads other than State highways.

Careful consideration has been given to the plan of planting shade trees along the highways. With this end in view, experts have been consulted concerning the best varieties for the purpose, and the wayside trees have been examined, so as to determine the species well adapted to the climate and soil of Massachusetts.

As the estimated expense of procuring and planting these trees is not less than one-half a million dollars, the Commission has rightly made this question secondary to road building, but in the meantime they are collecting such data as will enable them to work with profit on the adornment of the roads after the construction is well in hand. The American and English elms have the advantage of fairly rapid growth, with shade high above ground, and the leaves falling from them give but little obstruction to the gutters. They have the disadvantage of being subject to the attacks of insects, so that the cost of protecting them from these pests would be considerable. Maples grow well and are beautiful, though they often shade the road too much. It is the custom in parts of Europe to plant the roadsides with trees which yield profitable crops. In France and Germany, for example, cherry trees abound. In these countries the yield of the wayside trees belongs to the neighboring land owners, but in some cases to the community, and their product is well guarded by law. There will be more or less experimenting on the part of the Commission before they decide upon the species to be planted. The law provides for the beginning of this work in the spring of 1895, and from that time it will be carried on slowly, so as to obtain the benefit of experience.

Every State should make a beginning on road improvement. In thinly settled regions of the country, where the people do not feel able to undertake much, they can do no better than to start the reform by constructing sections of single track roads. No community can afford to neglect the common roadways. Our prosperity is too intimately connected with the facilities for communication.

THE ROYAL UNITED SERVICE INSTITUTION.

The Palace of Whitehall and its grounds, so associated with the names of English monarchs and rulers from the days of HENRY VIII to CHARLES II, occupied the district between Charing Cross and Westminster, extending from the Thames up into St. James's Park. Part was burned to the ground in 1691 and the remainder in 1697. The space is now covered with streets, terraces, and public buildings. The boulevard of the Embankment occupies the river front. The ground is intersected by one of the busiest thoroughfares of London—Whitehall. On the east side of Whitehall, opposite the Horse Guards, still stands the old banqueting hall of the palace. It was built in the Palladian style by INIGO JONES in the reign of JAMES I. The ceiling is embellished with pictures by RUBENS—the apotheosis of JAMES I in the center, with allegorical representations of Peace and Plenty, and scenes from the life of CHARLES I, the artist's patron. The most striking actual scene in CHARLES's life was there enacted. He was on January 30, 1649, led out through one of the windows of the great hall and executed upon a lofty scaffold in front of the building. Under the GEORGES the pile was converted into a royal chapel, and that it remained until a few months ago.

The Royal United Service Institution composed of members of the military, naval, and auxiliary forces, was founded in 1830 for the advancement of literary and scientific knowledge connected with the "services." It has a membership of 5,000, holds meetings at which papers are read, and publishes a *Journal*. The society early formed the nucleus of a museum. The collection was until of late wretchedly housed, and admission was to be had only by order from a member. Lately, by arrangement, government has made over to it the banqueting hall. Offices and a splendid lecture theatre have been added. The museum is now arranged in the hall and its basement. It is one of the most interesting collections in London. Admission is at a trifling fixed charge—"soldiers and sailors in uniform free." Old flags wave from the gallery. The walls are covered with the weapons of all times and of all countries. The progress of the musket can be studied from the "Brown Bess" to the magazine rifles now adopted by different States. Cannon are there from the rudest of old times and of half-civilized peoples to the most deadly quick-firing ordnance. The uninitiated may learn to realize the difference between "ordinary," "smokeless," and "cordite" powders. The weapons and ammunition of the time of the Crimean War appear almost playthings before present appliances. Large scale models of war vessels are there, from the Malay pirate and the ships of the time of JAMES I and the Hanseatic League, to the great three-deckers of the Napoleonic Wars and the destructive 27-knot torpedoes of the present. Everything connected with modern warfare is expensive—these models even must have cost large sums. Perhaps one-fourth of the 6,000 square feet of the great hall is occupied by "models" of the battle of Trafalgar and a plan of the field of Waterloo. This latter is said to contain 190,000 little figures. A passing study of these will tend to a clearer conception

of the crowning events in the career of NELSON and WELLINGTON than would a long course of reading. Much of the armor, weapons, and dresses has been taken in actual warfare.

It is the relics that will perhaps arouse the greatest interest in most minds. There is a heavy anchor taken up within late years from the wreck of a vessel of the Spanish Armada on the coast of Donegal. (How the past and the present are brought together.) The more precious objects are enclosed in glass cases: a portion of the standard presented by Queen ISABELLA to PIZARRO; Commodore DRAKE's snuff-box; the sword carried by CROMWELL at the storm of Drogheda; arms from the field of Culloden; the sword worn by WOLFE when he fell on the Plains of Abraham; scalping knives and pistols of the Indian auxiliaries on both sides in the War of Independence and in 1812; papers relating to the private signals and the signal book of the "Chesapeake"; a quadrant and other objects from the wreck of the "Royal George"; Captain COOKE's punch-bowl; his chronometer taken out by BLIGH in 1787, and carried by the mutineers in the "Bounty" to Pitcairn's Island—a telescope belonging to the "Bounty"—the prayer book used by JOHN ADAMS in his morning and evening services with the descendants of the mutineers. Here, again, are weapons used by the insurgents in Ireland in 1798; TIPPO SAIB's pistol found on his body; Sir RALPH ABERCROMBY's pistols. Numerous are the records of Trafalgar—a portion of the "Victory's" flag; NELSON's hat and a lock of his hair; his desk and sword. (The clothes in which he fell are to be seen in the Painted Gallery at Greenwich.) We see before us the officers' sashes used in carrying Sir JOHN MOORE from the field at Corunna and lowering him into his grave on the ramparts of the Citadel. There is a memento of an Indian brave in the buffalo powder-horn taken from the body of the Shawnee chief, TECUMSEH, at the battle of the Thames in 1813. Many are the reminders of Waterloo and NAPOLEON—the skeleton of the charger "Marengo," which the Emperor rode; the pocket telescope, razors, and shaving apparatus left in his carriage; the desk and chair he used at St. Helena; the saddle of BLÜCHER's horse; a map carried by General PICTON and saturated with his blood. A number of pikes used by the "Welsh Chartist" at the attack on Newport in 1840, remind us that the present sedate inhabitants of the principality have fiery Celtic blood in their veins, as well as their brethren on the other side of St. George's Channel, whose Fenian pikes are also in evidence. The relics of the FRANKLIN expedition are peculiarly interesting; most of them were brought home by Dr. RAE; one is especially affecting—a silver medal gained by a lad at school in 1830; taken with him (then a lieutenant) to sea in 1845; buried in his grave in the far North three years afterwards; and brought home with his remains in 1880. Numberless are the memorials connected with the Crimean campaign and with the ever-recurring Indian wars of the past century.—*The Nation*.

BOOK NOTICES AND EXCHANGES.

THE FIRST NAPOLEON. By John Codman Ropes. Houghton, Mifflin & Co. 1895.

We have here the twelfth edition of the series of lectures which were first collected and published ten years ago.

The history of Napoleon has often been written by his friends and by his enemies. National, political or personal ends have in many ways shaped the conflicting accounts of the times. These writers of each nationality have sought to elevate the work of their own heroes by belittling that of their enemies. Even Frenchmen have been divided between the wish of some to bolster up the House of Bourbon by destroying the legend of Napoleonic glory, and the desire of others to keep the patriotic halo about his name. Those who were actors in the great events described have usually devoted themselves to the task of saving their own reputations at the expense of all others. All this was to be expected, and perhaps it is full time for an historian to appear who is able to speak of Napoleon, not entirely as a spirit of health and mercy, nor yet as a "goblin damned." Mr. Ropes is well fitted for this task, and runs down his facts with strict impartiality and logical severity.

We are not permitted to forget many things connected with great names which we might be willing to pass by. For instance, in sitting in judgment upon Napoleon's course toward the Duc d'Enghien, what right of argument has the nation which subsidized the assassins of 1804, and gave them transportation on her war ships? Can it be forgotten that the hero of Trafalgar violated the terms of the capitulation of the Neapolitan prisoners in 1798, and had Admiral Caraccioli hanged at the yard-arm of an English frigate? Did not Wellington stand still and see with indifference the terms of a military convention, to which he was one of the principal parties, violated in the trial and execution of Ney? Events in the career of Blücher, York and Schwartzberg, also show that excellent soldiers are often very mean men, and that Napoleon's acts and aims were as high and good as any. The genius of Napoleon to be sure had many limitations, as shown in his numerous

political mistakes, in his obstinate refusal to make concessions, and in his reckless confidence in war.

The outline of the Waterloo campaign is particularly interesting, because of the researches and investigations of the writer, whose great work on this subject is now the standard authority. Occasion is taken to correct mistakes of former editions of the lectures relating to this campaign. Grouchy is put upon a pinnacle from which his apologists will find it hard to lower him; he is convicted of all kinds of blundering, and of some willful misstatements regarding the Bertrand order. Other military events are very briefly treated.

An account of the First Napoleon which does not cover his military history seems at first like the play of "Daniel in the Lion's Den" without Daniel, but such an idea is corrected by reading this book. There were so many sides to Napoleon's career that Mr. Ropes does not suffer from a lack of material in portraying him, not as a statesman, or as a soldier, but as a great lawgiver, a wise and liberal ruler, a champion of the rights of man.

To make this plain the state of Europe is sketched at the time of the French Revolution. A corrupt nobility and a bigoted clergy had brought the middle and lower classes to a condition of poverty and misrule. Civil or religious liberty, and equality before the law, were not known. The Revolution was the protest against all this. It came in such a terrible form, like all revolutions, and it committed such crimes in the name of freedom, that its true effect is often forgotten. The people were not fit to govern themselves, and they gave power to men who were themselves the fiercest and bloodiest of tyrants. At the bottom of it all lay the fact that humanity was blindly seeking for more liberal laws; greater liberty of action, and less burdensome exactions from the privileged classes. Napoleon was the logical result of this demand and of this state of reaction from revolution following misrule. He first gave the country a solid government, with a code of laws more liberal than any under which the world had yet lived. Not only was this the good result for France, but when he extended his conquests he also spread the spirit of liberty and equality among peoples where these principles were unknown before. The benefits of his code, the publicity of legal procedure, the establishment of the jury system, were the characteristics of the kingdoms which he gave to his generals and brothers. "Be a constitutional king," he tells Jerome, in handing him the Kingdom of Westphalia.

Thus the fundamental principle of the scheme of universal empire was different from what is usually supposed, and it was not merely a soldier's ambition that carried his armies from Madrid to Moscow. His idea was to found an empire based on the principle of the equal rights of all men, and extended by force of arms. In carrying out his plans, the mortal conqueror almost touched the limits of that empire which was founded eighteen hundred years before upon the entirely different plan of morality and brotherly love. It was a great idea, and often seemed likely to succeed.

E. S.

SOME FEDERAL AND CONFEDERATE COMMANDERS.

This book contains a series of critical sketches published by the Military Historical Society of Massachusetts:

1. "General Beauregard," by John C. Ropes, Esq.
2. "General Grant," by Colonel Theodore A. Dodge.
3. "General Hancock," by General Francis A. Walker.
4. "General Humphreys," by General James H. Wilson.
5. "General McClellan," by John C. Ropes, Esq.
6. "General Sherman," by John C. Ropes, Esq.
7. "General Stuart," by John C. Ropes, Esq.
8. "General Thomas," by Colonel Henry Stone.
9. "General Thomas in the Record," by Colonel Thomas L. Livermore.
10. "The War As We See It Now," by John C. Ropes, Esq.

The sketches are edited by Theodore H. Dwight. The book comes as a gift from the Massachusetts Historical Society, and is a welcome addition to the small library of the Association.

THE MILITÄR-WOCHENBLATT.

No. 18: War and Peace Problems. The New Landwehr in Eritrea. No. 19: Archduke Albrecht of Austria. How is the Soldier to Keep His Feet Warm in Winter? Extracts from the Annual Reports of the Secretaries of War and Navy of the United States. No. 20: Approach and Deployment of Field Artillery for Battle. The French Army Budget. New Regulations for the Prussian Army Trains in War. No. 21: Approach and Deployment of Field Artillery for Battle (concluded). The "Riding Hall." Madagascar. No. 22: Freedom of Form or Practically Regulated Attack? Madagascar (concluded). French Maneuvers. No. 23: Notes on the Essay, "Principles of Horse-Training and Equitation." The Training of Cossacks for Battle. Peace Strength of the French Batteries. No. 24: Reorganization of the Italian Army. No. 25: The horses Drafted at a Recent Mobilization in France. No. 27: Cavalry Divisions During Peace. No. 28: Cavalry Divisions During Peace (concluded). The Raiding Parties of the Allies in 1813. Infantry Horses in France. No. 29: Insurance of Horses for Officers and Officials of the German Army. No. 30: The Ideal War Academy. No. 31: The Ideal War Academy (concluded). No. 32: Fillis, Plinzner and the Riding Instructions. Influence of Sea Power on History (Nowlan). No. 33: War Lessons. Horses for Field Artillery. No. 34: War Lessons (concluded). The Railroads of the East Asiatic Powers from the Military Point of View. No. 35: Use of Tents in Winter. No. 36: New Field Guns by Foreign Private Firms. A Means to Increase the Mobility of Artillery. Service on the Line of Communication. No. 37: Cavalry Divisions in Peace Time. Mounted Messengers for Infantry. Mobility of Field Artillery. Smokeless Powder. No. 38: Cavalry Divisions in Peace Time (concluded). Employment of Cycling Infantry. No. 39: Reflections on the Campaign of 1866 in Holz. Are Changes

Necessary in the Training of Cavalry? No. 40: Loebell's Annual Reports. Are Changes Necessary in the Training of Cavalry? (concluded). No. 42: Some New Regulations for Attacks by Brigades and Divisions.

THE PENNSYLVANIA MAGAZINE OF HISTORY AND BIOGRAPHY. April, 1895.

1. The Marquis de Lafayette in the American Revolution, by Charles J. Stillé. 2. Washington after the Revolution, 1784-1799, by William S. Baker. 3. Extracts From the Journal of Lieutenant John Bell Tilden, Second Pennsylvania Line, 1781-1782, by John Bell Tilden Phelps. 4. Colonial Mayors of Philadelphia in 1777, by Worthington Channery Ford. 5. St. James's Perkiomen, by Rev. A. J. Barrow. 6. A Register of Baptisms, Marriages and Deaths, 1772-1822, by Rev. William Rogers, D. D. 7. Letters Relating to the Death of Major-General Anthony Wayne, by Isaac Craig. 8. Letter of Surgeon's Mate Benjamin Shield to Brigadier-General James Hamilton, 1781, by Horace W. Sellers. 9. Granville Penn as a Scholar, by Albert J. Edmunds. 10. Letter of General Anthony Wayne.

THE UNITED SERVICE. 1895.

April: 1. The Supply of the Armies of Frederick the Great and Napoleon, translated by Captain H. G. Sharpe, C. S., U. S. A. 2. Yesterday in Annapolis, by K. R. L. 3. Arab Men and Arab Horses. 4. Origin and Development of Steam Navigation, by the late George H. Preble, Rear Admiral, U. S. N. May: 1. Detached Service, by C. 2. Uniform, by Lieutenant C. De L. Hine, U. S. A. 3. Origin and Development of Steam Navigation (continued). 4. Which Was the Thief? by E. L. Keyes. 5. The Supply of the Armies of Frederick the Great and Napoleon (continued). June: 1. The Regular Army and National Guard, by Captain H. R. Brinkerhoff, Fifteenth Infantry, U. S. A. 3. Chronicles of Carter Barracks, by H. W. C. 3. The English Food Gifts After the Siege of Paris. 4. A Forgotten General, by Edward Shippen, Medical Director, U. S. N.

JOURNAL OF THE MILITARY SERVICE INSTITUTION. May, 1895.

I: A Paper on Military Libraries, by Colonel Closson. II: Hygiene and Military Efficiency, by Major Harvey. III: The Army Artillery Reserve, by Captain Chester. IV: Training the American Soldier, by Lieutenant Butts. V: Results of Experimental Firing, by Captain Black. VI: Battery Competition for Gunners, by Lieutenant Wood. VII: United States Marine Corps, by Major Lowry. VIII: The Fire of Dismounted Cavalry, by Lieutenant Dickman. IX: Infantry Drill Regulations, by Captain Kingman. X: Extended Order, by Captain Hooton. XI: Comment and Criticism. XII: Reprints and Translations. XIII: Military Notes.

XIV: Reviews and Exchanges. XV: Announcement and Index. XVI: The Seventh Regiment of Cavalry. XVII: The Ninth Regiment of Cavalry. XVIII: The Third Regiment of Infantry.

PROCEEDINGS OF THE ROYAL ARTILLERY INSTITUTION. 1895.

March: 1. The Story of the Civil War in America; a Review, by Major E. S. May, R. A. 2. Diary of Lieutenant W. Swabey, R. H. A., in the Peninsula. 3. General Bourbaki's Campaign in January and February, 1871, by T. M. Maguire, Esq., LL. D. April: 1. Coast Artillery in Action, by Lieutenant-Colonel J. R. J. Jocelyn, R. A. 2. Captain Thomas Brown, Chief Fire Master in the West Indies, 1693, by Charles Dalton. 3. Torpedo Boat Raids on Harbors, by Lieutenant C. G. Vereker, R. A. 4. Diary of Lieutenant W. Swabey, R. H. A., in the Peninsula (continued). May: 1. Proposed Slide Rules for Calculating Battery Commanders' Corrections, by Major A. C. Hansard, R. A. 2. Coöperation Between Guns and Cavalry, by Major E. S. May, R. A. 3. Diary of Lieutenant W. Swabey, R. H. A., in the Peninsula (continued).

JOURNAL OF THE UNITED STATES ARTILLERY.

1. The Resistance of the Air to the Motion of Oblong Projectiles as Influenced by the Shape of the Head, by Captain James M. Ingalls. 2. Trained Artillery for the Defense of Sea-Coast Forts, by Lieutenant Samuel E. Allen. 3. Range and Position Finding, by Lieutenant William Lassiter. 4. The Use of the Artillery Fire Game, by Lieutenant John P. Wisser. 5. Coast Artillery Fire Instruction, by Lieutenant E. M. Weaver. 6. Okehampton Experiences, by Major A. R. Hughes, R. A. (reprinted).

ALDERSHOT MILITARY SOCIETY PUBLICATIONS.

The Role of Cavalry as Affected by Modern Arms of Precision, by Captain W. H. James. Umpiring at Field Maneuvers, as Practiced by Various Foreign Nations, by Captain J. M. Grierson. Field Fortifications as Applied to Modern Conditions of War, by Lieutenant-Colonel Sir G. S. Clarke. Lessons to be Learnt From Small Wars Since 1870, by Captain C. E. Collwell.

JOURNAL UNITED SERVICE INSTITUTION OF INDIA.

1. The Breeding Stud of an Indian Prince, by Colonel T. B. Tytler, R. A. 2. Notes on Cavalry, by Captain H. L. Roberts, First Bengal Cavalry. 3. The Training of Railway Volunteer Corps, by Captain E. H. F. Fink, etc.

THE MAINE BUGLE. April, 1895.

1. How the First Maine Heavy Artillery Lost 1,179 Men in Thirty Days. 2. With Sheridan in Lee's Last Campaign. 3. Cavalry Incidents of Maryland Campaign, etc.

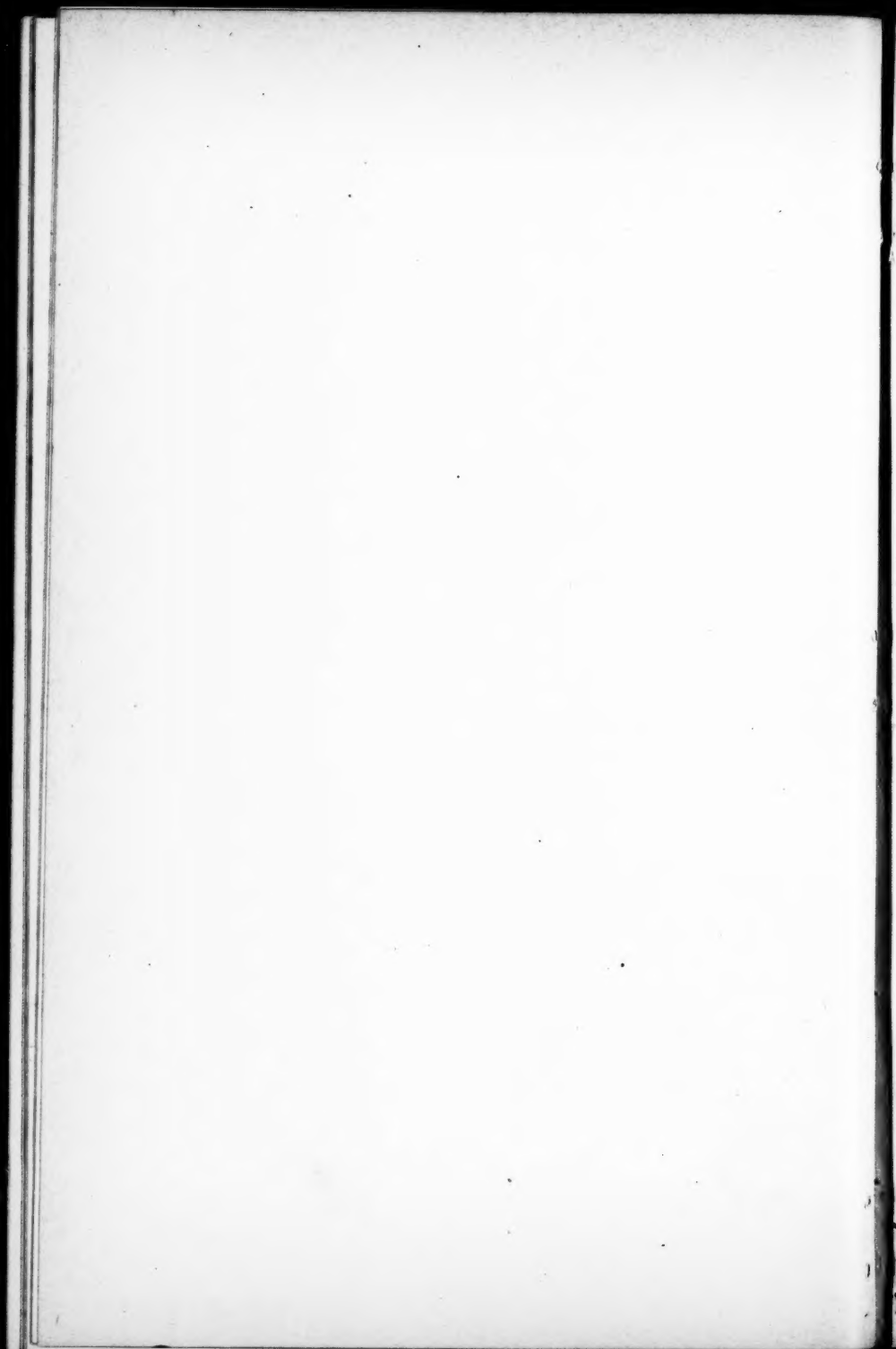
THE IOWA HISTORICAL RECORD. April, 1895. .

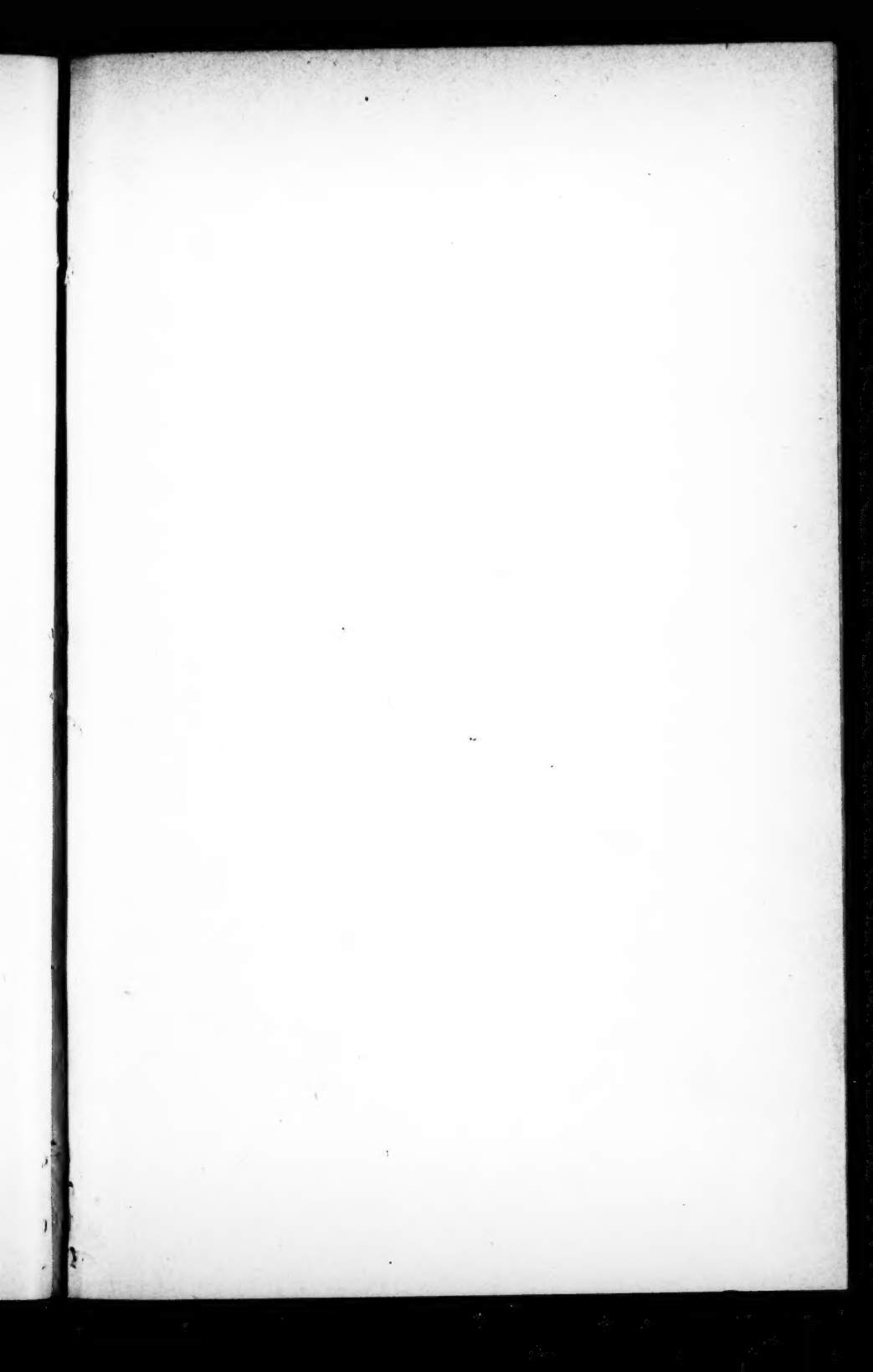
OUR DUMB ANIMALS. May, 1895. Boston.

THE RIDER AND DRIVER. New York.

REVUE DU CERCLE MILITAIRE.

REVUE MILITAIRE SUISSE.







MAJOR-GENERAL JOHN BUFORD.

